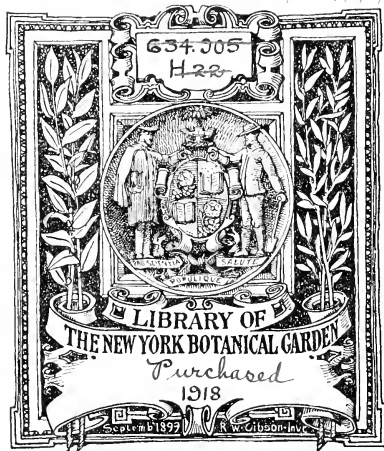


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Hardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, APRIL 25, 1918

Subscription \$2
Single Copies, 15 Cent.

NO GUESS WORK

It has always been our belief that there is one best way to make, care for and merchandise hardwood lumber and veneers. Our determination has been to find that way through constant study and tabulation and to adhere to it when found.

The result is that in everything concerning what you buy from us, methods proven by experience and elimination to be best apply. In short, our production of southern rotary veneers and hardwood lumber is backed by

P J M
SERVICE

Synonymous with

GOOD TIMBER—EXPERT MANUFACTURE—SCIENTIFIC DRYING—MODERN MILLS—SATISFACTION TO THE BUYER

MEMBER

ESTABLISHED 1798

J. Gibson McIlvain & Co.**LUMBER****Hardwoods A Specialty****PHILADELPHIA, PENNSYLVANIA****Manufacturers****Wholesalers****ROTARY GUM CORE STOCK
CROSSBANDING****BUILT-UP PANELS and DRAWER BOTTOMS****The Anderson-Tully Company**
MEMPHIS, TENN.

Manufacturers of Southern Hardwoods, Veneers and Panels

(See inside back cover this issue)

Thirty years' experience in cutting Rotary—

Timber of the first quality—

Modern equipment—

Thorough and scientific drying—

Staunch crating—

—Thus are we enabled to render you Service—Quality Backed by

THE GOLDEN RULE

Michigan Hardwoods

Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.
Sales Department, Cadillac, Michigan

WE WILL QUOTE ATTRACTIVE PRICES ON THE FOLLOWING:

39,000'	11 16x2"	No. 1 Maple Flooring
32,000'	11 16x2"	Clear Flooring
90,000'	11 16x4"	Prime Flooring
45,000'	13 16x4"	Prime Flooring
200,000'	4 4"	No. 3 C. Maple
500,000'	5 4"	No. 3 C. Maple
200,000'	6 4"	No. 3 C. Maple
100,000'	5 4"	No. 3 C. Beech
100,000'	6 4"	No. 3 C. Beech
150,000'	6 4"	No. 2 C. & Btr. Elm
100,000'	8 4"	No. 2 C. & Btr. Elm
65,000'	10 4"	No. 1 C. & Btr. Elm
100,000'	5 4"	No. 3 C. Basswood
27,000'	6 4"	No. 3 C. & Btr. Balm of Gilead
25,000'	4 4"	No. 3 C. & Btr. Red & White Oak
10,000'	8 4"	No. 2 C. & Btr. White Oak
5,000'	10 4"	No. 1 C. & Btr. White Oak
7,000'	8 4"	No. 3 White Oak
18,000'	4 4"	No. 3 C. Birch

The Kneeland-Bigelow Company

*Manufacturers of
Hardwood Lumber*

Bay City

Michigan

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

B U F F A L O

The Foremost Hardwood Market of the East

T. SULLIVAN & CO.
Hardwoods
Ash and Elm
NIAGARA—CORNER ARTHUR

Atlantic Lumber Company
HARDWOODS
WEST VIRGINIA SOFT RED AND WHITE OAK
Our Specialty: West Virginia and Pennsylvania Cherry
1055 Seneca Street

Taylor & Crate
HARDWOODS OF ALL KINDS
A stock of 18,000,000 to 20,000,000
feet of hardwoods carried at all
times at our two big Buffalo Yards
Established 50 Years Rail or Cargo Shipments

Miller, Sturm & Miller
Hardwoods
of All Kinds 1142 Seneca St.

G. ELIAS & BRO.
HARDWOODS
White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring
955-1015 Elk Street

Hugh McLean Lumber Co.
OUR SPECIALTY:
QUARTERED WHITE OAK
940 Elk Street

Blakeslee, Perrin & Darling
A Complete Stock of Seasoned Hardwoods
Including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.
1100 Seneca Street

BUFFALO HARDWOOD LUMBER CO.
SPECIAL FOR SALE
1", 2" & 3" No. 1 Com. & Better Dry Birch
Hardwoods & Cedar Plain and Qrtd. Oak has
been our hobby for years
We want White Ash, all grades, 1 to 4" thick

Yeager Lumber Company
INCORPORATED
EVERYTHING IN HARDWOODS
932 Elk Street

**Standard Hardwood
Lumber Co.**
OAK, ASH AND CHESTNUT
1075 Clinton Street

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.

LOUISVILLE

THE HARDWOOD GATEWAY OF THE SOUTH

W. P. Brown & Sons Lumber Co.

LOUISVILLE, KY.

OAK	MAPLE
155,000' 4/4 FAS. Qld W	15,000' 8, 1 1/2" Red
182,000' 4/4s & up strips,	7,000' 4/1, log run
849, no defect	
225,000' 4/4 No. 1 Com	510,000' 8, 4, 1/2" Run
115,000' FAS. Plain	
415,000' 4/4 No. 1 C Plain	SYCAMORE
22,000' 5/8 No. 1 Com - P	40,000' 4, 1, log run
215,000' 4/4 FAS. Plain Red	TUPALO
855,000' 4/4 No. 1 Com. Plain	30,000' 4, 1, log run
Red.	
18,000' 1/2 No. 1 C & Btr.	ASH
Plain Red.	500,000' 4, 1, FAS. sap
18,000' 5/8 FAS	425,000' 4, 4, No. 1 com
	430,000' 8, 1, C & B
	500,000' 4, 1, FAS. Qld Red.
ELM	225,000' No. 1 Com. Qld Red
27,000' 5/4, log run	350,000' 8/4, FAS. Qld Red.
350,000' 5/4, log run	475,000' 8, 1, 1 Com.
60,000' 10/4, log run	115,000' 4, 1, FAS. Plain Red.
	150,000' 4, 4, No. 1 Com. Plain
	Red.

Write us for Quotations

Wood Mosaic Co.,

Main Office, New Albany, Ind.

Band Mills: New Albany, Ind. Highland Park, Ky.

POPLAR	25,000' 1, 1, No. 1 Common & better	PLAIN WHITE OAK
1,000' 5, 8" lets and 2nds	20,000' 11, 1" No. 1 Common & better	25,000' 8, 1" No. 1 Common & better
12,000' 2, 4" 1st and 2nd	50,000' 5, 1" No. 1 Common	15,000' 12, 1" No. 1 Common & better
11,000' 5, 8" 2nd and 3rd	50,000' 6, 1" No. 1 Common	
52,000' 1, 1" No. 1 Common	50,000' 8, 1" No. 2 B. & S. com.	
50,000' 8, 1" No. 2 B. & S. com.		
ASH		
12,000' 1, 4" lets and 2nds		
12,000' 5, 1" lets and 2nds		
20,000' 8, 4" No. 1 Common & better		
12,000' 10, 1" No. 1 Common & better		

Norman Lumber Company

LOUISVILLE, KY.

We specialize in

POPLAR

LET US HAVE YOUR INQUIRIES

Write or wire for prices

Edward L. Davis Lumber Co.

Kentucky and Indiana Ash
Walnut and Hickory

We have a very complete stock of Ash and are prepared to make special grades for Automobile, Aeroplane, and Bending Purposes.

PLEASE SEND US YOUR INQUIRIES

W. R. Willett Lumber Co.

LOUISVILLE MILL

QTD. WHITE OAK	35,000' 5/8 Sap & Selects, 6 to 11 lb.
1 car 4/4 1s & 2s	22,000' 5/8 Sap & Selects, 12" & up
8 cars 4/4 No. 1 Com	Eastern Kentucky Mill
2 cars 5/4 Clear strips, 2 to 5 1/2", widths piled separately.	
2 cars 2/4 Com. strips, 2 to 3 1/2" up.	PLAIN OAK
1 car 4/4 Sap strips, 2 to 3 1/2" up.	5 cars 4/4 1s & 2s, W. Oak
PLAIN RED OAK	20 cars 4/4 No. 1 C. W. Oak
2 cars 5/4 1s & 2s	3 cars 4/4 No. 2 C. W. Oak
1 car 10/4 1s & 2s	5 cars 5/4 No. 1 C. W. Oak
10,000' 1/4 select	1 car 4/4 1s & 2s, Red Oak
2 cars 5/4 No. 1 Com	2 cars 4/4 No. 1 C. Red Oak
1 car 10/4 No. 1 Com	
	QTD. WHITE OAK
POPLAR	5 cars 4/4 1s & 2s
40,000' 5/4 No. 1 Com	8 cars 4/4 No. 3 Com
24,000' 5/4 No. 2 Com	2 cars 4/4 C & B., strips, 2 to 4"
10,000' 5/8 1s & 2s	
	POPLAR
	1 car 4/4 No. 1 & Selects
	1 car 4/4 clear sap
	1 car 8/4 No. 1 & Selects

DIMENSION STOCK Mahogany and Walnut

Aside from our production of lumber and veneers—We are manufacturing kiln-dried mahogany and walnut dimension stock at the rate of 2,000,000 feet annually, and this department has been steadily growing since 1902. We think that these simple facts make detailed argument unnecessary—as to our prices, quality of our stock, and promptness of service. However, we have ready for mailing a circular which explains in detail how and why you can save time, money and trouble—through our dimension stock. But if you don't care for the circular, and if you realize what an expensive luxury your waste pile is, send us your cutting bills, as you would give them to your stock-cutters. We will quote a specific price for each style you manufacture.

C. C. Mengel & Brother Co.

A—Manufacturer of Implement Stock.
 B—Manufacturer of Car Material.
 C—Manufacturer of Factory Dimension.

USE OAK

* Has Individual Display Ad on Page Designated.

Oak lumber in commercial quantities is produced by forty states and more than 15,000 mills cut it. The number of oak mills in North Carolina exceeds the number in any other state.

Did you ever rest your eyes on a soft-toned Oak wainscoting? Try it and then tell your customers about it

(See Page 31)
Fire Veneer and Hardwood Lumber
Wood-Mosaic, Company, Inc.
 New Albany, Ind.
 Manufacturer

(See Page 30)
Veneers and Hardwood Lumber
Hoffman Brothers Company
 Manufacturer Ft. Wayne, Ind.

Oak is just as ornamental today as it was useful five centuries ago—just as useful today as it was ornamental then.

(See Page 37)
 Manufacturers of Hardwood Lumber and Flooring
The Mowbray & Robinson Company
 Cincinnati, Ohio

Write for List and Prices
North Vernon Lumber Company
 Manufacturer North Vernon, INDIANA

Everyone KNOWS what OAK is; that is why it is so easy to sell Oak goods

There will always be a market for all the Oak our sawmills have any right to cut.

There are eight evergreen oaks in the United States, more than half of which are confined to the region west of the Rocky Mountains. Not one of them possesses much value as a source of lumber.

(See Page 30)
Charles H. Barnaby
 Manufacturers of Band Sawn Hardwood Lumber and Veneers
 Greencastle, Ind.

No one should fancy that the "peach oak" bears peaches. It was given that name because its leaves are shaped like those of a peach tree. It is likewise called willow oak, because the foliage resembles that of willow.

We have to offer at present 1 car 4/4 FAS Quartered White Oak, 1 car 4 3/4 No. 1 C & B, Quartered Red Oak
SWAIN-ROACH LUMBER CO.
 Manufacturer Seymour, INDIANA

(See Page 30)
J. V. Stimson
 Manufacturers and Wholesaler Hardwood Lumber
 Huntington, Indiana

The oldest oak tree still standing (if tradition is true) is known as Abraham's oak, near Jerusalem. If the patriarch Abraham ever camped in its shade, as the story goes, the event must have occurred 4,000 years ago.

No wood is more susceptible to the fuming process than oak, and both red and white oak are suitable for this process.

(See Page 30)
Miller Lumber Company
 Manufacturer and Dealer in All Kinds of Hardwood Lumber
 Marianna, Arkansas

For anything in OAK write these representative firms

B & C
 Manufacturers Band Sawn Plain and Quartered, Oak and other hardwood Lumber
Sabine River Lumber & Logging Co., Inc.
 San Antonio, Texas

5 cars 4/4 White Oak FAS & No. 1 C
 10 cars 3/4 Plain Red Oak Stegs FAS & No. 1 C
WILLIAMSON-KUHN MILL & LUMBER CO.
 Manufacturer, Mound City, ILLINOIS

The laurel oak is more abundant in Florida than in any other part of the United States, but it is not abundant anywhere. Few logs reach sawmills.

Special—500,000 ft. 4/4 FAS Plain White & Red Oak
LAMB-FISH LUMBER CO.
 Manufacturer, Charleston, MISSISSIPPI

(See Page 30)
Paepcke Leicht Lumber Company
 SOUTHERN HARDWOODS
 General Offices, Conway Building, Chicago
 Manufacturer

West Virginia leads all other states in the production of oak lumber, and Tennessee stands second on the list. These two states furnish one-third of all the oak lumber sawed in the United States.

The following is ready for prompt shipment:
 60,000 4/4' Qr. Qd. Red Oak Stegs, 24-32"
 60,000 4/4' FAS Qd. Red Oak, 6" & up
 100,000 5/8" No. 1 Common Yellow
HEENA YOUNG LUMBER CO.
 Greensburg, INDIANA

We Manufacture Hardwood Lumber
C. & W. Kramer Company
 Richmond, Indiana

The oak tree under which John Wesley preached his first sermon in America still stands in Georgia and is an object of great interest to tourists. It is the common southern live oak.

We specialize in White and Red Oak and in Quartered Red Oak in solid and veneer grades.
ALEXANDER BROTHERS
 Manufacturers, Memphis, MISSISSIPPI

Factories in the United States use approximately two billion feet of oak yearly, which is about 65 per cent of the total sawmill production of this wood.

Yellow oak is the best named of all the oaks. The inner bark is yellow and was a reliable dye material in pioneer times, and it might be worth while to investigate it now, in these days of scarcity in the dye market.

All stock cut from our Virgin Timber on modern machinery
THISTLETHWAITE LUMBER COMPANY.
 Manufacturer Washington, LOUISIANA

Tallahatchie Lumber Company
 Manufacturers of Band Sawn Hardwoods
 Philipp, Mississippi

Poets have written of oaks a thousand years old, but there does not seem to be an authentic record of an age of more than 700 years for an oak, based on a count of the annual growth rings.

A. B. & C—
Dermott Land & Lumber Company
 Manufacturers Southern Hardwoods
 Mills, Detroit, Mich.
 Sales Office, Railway Exchange Bldg., Chicago, Ill.

(See Page 30)
ARLINGTON LUMBER COMPANY
 Manufacturers of Band Sawn Hardwood Lumber
 Mills: Arlington, Ky. and Parkersburg, W. Va.
 Place, Ark. Write Arlington KENTUCKY

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak. It is fortunate that it possesses so many good qualities and grows in so many parts of the country.

The Germans use some oak in their airplanes, but it is too heavy and brittle to give much service in that place.

(See Page 30)
 6,000,000 Feet of Oak Always on Hand in 1 to 2" Stock
BLISS-COOK OAK COMPANY, ARKANSAS
 Manufacturer

The turkey oak in the South received that name at an early period because its acorns were small and were easily eaten by wild turkeys.

(See Page 37)
 All stock graded up to quality—stocked down to price.
UTLEY-HOLOVAY LUMBER COMPANY
 Manufacturer Conway Building Chicago, ILLINOIS

(See Page 31)
W. P. Brown & Sons Lumber Co.
 9 Band Mills Manufacturing Hardwoods
 Louisville, Ky.

Band Sawn, Steam Dried, Arkansas Hardwoods
Edgar Lumber Company
 Wesson, Arkansas

When artists of the Middle Ages chose a wood for high quality carving, such as cathedral doors, altars, and architraves, they almost invariably selected oak.

(See Page 37)
Salt Lick Lumber Company
 Hardwood Manufacturer
 Salt Lick, Kentucky

(See Page 31)
J. W. Wheeler & Co.
 Manufacturers Band Sawn Hardwood Lumber and Quartered Oak, Ash and Gum
 Memphis, Tennessee

Manufacturers of staves for barrels intended to contain alcoholic liquor prefer white oak to red for the reason that the wood of the former permits least seepage than red oak.

Our Lumber is Well Manufactured and Well Treated Care of. Write us for prices in anything in hardwoods.
THE FERG HENSLEY LUMBER COMPANY
 Alexandria, LOUISIANA

(See Page 30)
 Plain and Quarter-Sawn Oak & Specialty
Little Rock Lumber & Mfg. Co.
 Maker of Band Sawn Hardwoods
 Little Rock, Arkansas

The value of oak crossties in the tracks of railroads has long been understood by engineers. They give the best service because the wood is hard and wears well, and holds spikes well and retains decay.

Specials
 100,000 ft. 5/4 FAS Plain Red Oak
 200,000 ft. 4/4 No. 1 C & B Plain Red Oak
 300,000 ft. 3/4 FAS Qd. Red Gum
CHURCH LUMBER COMPANY
 Manufacturer Alexandria, LOUISIANA

The United States government began its forest policy more than a hundred years ago by purchasing timber in the South and in the Southern states to guard against scarcity of material for ships.

Band Sawn, Equalized, Forced Red White Oak
 Thin Oak and Ash Specialties
MANSFIELD HARDWOOD LUMBER CO.
 Manufacturer SHREVEPORT, LA.

It has been found out that the famous "Charter Oak" which stood in Hartford, Conn., and which figured so prominently in the early history of New England, was white oak.

100% 14 and 16" long Band Sawn Plain Red Oak.
HOLLY RIDGE LUMBER CO.
 Manufacturer Louisville, KENTUCKY

The cow oak is one of the most valuable hardwoods of the South and belongs to the white oak group. Its acorns are large, thin shelled, and sweet, and cattle like to eat them.

B. & C—
Hyde Lumber Company
 South Bend, Ind.
 Band Mills: Atlanta City, Ark. Lake Providence, La.

Colfax Hardwood Lumber Co.
 Manufacturer Band Sawn Southern Hardwoods
 Colfax, Grant Parish Louisiana

The manufacturers of plows have long shown preference for oak for the handles. The wood is strong, is easy to bend in the proper form when steamed, and holds that form ever after.

Carrier Lumber & Mfg. Co., Inc.
 Sardis, Miss.
 Kiln Dried Stocks a Specialty
 Manufacturer

The hardness of oaks varies as much as 50 per cent when they are compared among themselves, and there is no less difference among different species when their strength is under consideration.

A—Manufacturer of Implement Stock.
 B—Manufacturer of Car Material.
 C—Manufacturer of Factory Dimensions.

"USE OAK"

* His Individual Display Ad on Page Designated

Long-Bell Lumber Company

Band Saw Dealers in Southern Hardwoods
 Kansas City, Missouri

A, B & C
 10 years' experience, largely by 20,000 acres Virgin St. Francis Basin Timber, largely oak
Traylor Lumber Company, MISSOURI
 Manufacturer, Kansas City

The hardest oak lacks much of being as hard as lignum vitae, the strongest is weaker than locust, the heaviest is lighter than mangrove, but in average of wood qualities it would be hard to find a wood superior to oak.

We have a fine stock of 1 1/2, No. 1 Com. Plain White Oak, 4 1/2 FAS. Quartered White Oak, Knot Stock
GALLOWAY-PEASE COMPANY, MISSOURI
 Manufacturer, Poplar Bluff

The scarcest of all the oaks of the United States are believed to be Bartram oak and the Price oak. All known specimens of these two trees could stand on a single acre and still leave considerable ground unoccupied.

Write a complete size of plain and quartered Red and White oak in all specifications. Our facilities for prompt shipments are second to none. Milwaukee, **BAKER-MATTHEWS LBR. CO., MISSOURI**
 Chicago, Ill. Manufacturer

Why do your children like Oak best? For the same reason that you did—they know it is not easily scratched or marred. Think it over.

Special
 1 car 6 42" Qtd. Red Oak Seat Stock
 1 car 4 41" Qtd. Com. Red Oak Seat Stock
 1 car 4 41" Qtd. W. Pl. Plain Oak
ARKLA LBR. & MFG. CO., MISSOURI
 St. Louis, Mo. Manufacturer

A, B & C
 Triple Band of The Meadow River Lumber Company
 Rainelle, W. Va.
 Manufacturer High-Grade Hardwoods

There are eight varieties of oaks in the United States, more than half of which are confined to the region, west of the Rocky Mountains

Several oaks in different parts of the United States are known locally as "oak oak," but this is not the proper name of any.

J. H. Bonner & Sons

Manufacturers Band Saw Hardwood Lumber
 Memphis, Tenn. Mill: Jonquil, Ark.

The pin oak is not so named because it is famous for pins or tree nails, but because its limbs and branches are little-wooded or enlargement at their bases, and look like pins driven into the bole or into the larger limbs.

A, B & C
Carr Lumber Company, Inc.
 Billings, Hardwood
 Pigeon Forest, N. C. Manufacturer

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak.

10,000 ft. 1" to 2 1/2" Qtd. White Oak
 50,000 ft. 1" to 1 1/2" Qtd. White Oak, 8" & wdr.
JOHN B. RANSOM & CO., MISSOURI
 Manufacturer, Nashville, Tenn. Everything in lumber

The "Conestoga weapons," famous a century ago, and sometimes called "pirate schooners," were made wholly of oak and iron, and were good for a quarter of a century of hard usage. They were made at Conestoga, Pa.

A, B & C
Chas. F. Luehrmann Hardwood Lbr. Co.
 Manufacturers and Wholesale Lumber Dealers
 St. Louis, Missouri

Special
 1 car 1 1/2" A & 2" N. 1" 1/2" Com. Red Oak
 1 car 1 1/2" A & 2" N. 1" 1/2" Com. Virginia Chestnut
 1 car 1 1/2" A & 2" N. 1" 1/2" Com. 2" 1/2" Com.
ALTON LUMBER CO., MISSOURI
 Manufacturer, St. Louis

Several tons of fine milled trees, bearing perfect growth, were in Northern Oklahoma and Southern Kansas, and the tallest of the trees extended over five feet in length.

Goodlander-Robertson Lumber Co.

Manufacturer of Hardwoods
 Memphis, Tennessee

With the present market for oak—it's getting to get a very dry day. Time to stock up!

It would not make much difference so far as the song is concerned, but it would satisfy some people's curiosity if the matter could be settled whether the "Old Oakden Bucket" was made of white oak or of red oak.

We have a full assortment large stock of 4 1/2 and 12 1/4", A. B. Red Oak, other thicknesses from 4 1/2 to 4 1/2 in all grades
FARNS HARDWOOD LUMBER CO., MISSOURI
 Manufacturer, Nashville, Tennessee

The oldest piece of oak shaped by human hands is believed to be an oak canoe discovered a few years ago buried in mud at the bottom of a river in England, and believed to be 3,000 years old.

For 25 years we have made Oak and oak specialties in bulk, the best of American hardwoods. Our prices, grades and service are worth considering.

EDDY, HOOD & CO., MISSOURI
 Manufacturer, Nashville, Tennessee
 No other wood of the United States is as suitable for quarter sawing as white oak. Some of the red oaks measure only well up to white oak in that respect, but as a general proposition they fall considerably below it.

For anything in OAK write these representative firms

QUARTERED WHITE OAK SPECIALTY

Memphis Band Mill Company

Manufacturer, Memphis, Tennessee

Practically all the oak cut in Europe, west of Russia and the Balkans, belongs to a single species, though the qualities of the wood from various regions differ greatly and bear different names.

Specials
 3 cars 4 1/4 No. 1 Com. Qtd. Red Oak
 3 cars 4 1/4 No. 2 Com. Qtd. Red Oak
BAYOU LAND & LUMBER CO., OHIO
 Manufacturer, Cincinnati

Machine manufactured oak flooring is a modern invention, but hand-dressed oak has been used for flooring since ancient times. Doubt is cast on the wisdom of Solomon because he did not use oak instead of cedar in his temple.

C. Crane & Co.

Hardwood Lumbermen
 Band Mills at Cincinnati, O.

Botanists who are looked upon as authority in such matters, have agreed to change the book name of Northern red oak from *quercus rubra* to *quercus borealis*.

Manufacturers of Plain and Quartered Oak
 Oak Timbers and Bridge Plank
SABINE TRADING COMPANY, TEXAS
 BEAUMONT

The largest oaks of the United States are found in California, where they are known as valley oak. Trunks may be from six to ten feet in diameter.

Specials
 Nice stock of dry 4 1/4, 5 1/4 & 6 1/4 Plain Red and White Oak on hand at Burlington, Ark. for prompt shipment.
THREE STATES LUMBER CO., MISSOURI
 Manufacturer, Memphis

The golden oak which grows in California, is not so named because of the color of its wood, but on account of the yellow fuzz on the under side of its leaf.

A, B & C
 We Manufacture Hardwood From Fine West Virginia Timber
WARN LUMBER CORPORATION, W. VA.
 Raywood

ALTHOUGH SOME OF THE OAKS WHICH GROW IN A SINGLE season, while those of red oaks bane on the trees and grow during two summers. They are usually quite small at the close of the first growing season.

Yellow Poplar Lumber Company

Coal Grove, Ohio
 Manufacturer

Oak makes the heaviest of bridge timbers or the finest of period furniture. Is there any other wood so versatile?

The color of the artistic English wood known as brown oak is said to be due to incipient decay which has spread through the texture of the wood.

There are no new problems to overcome in curing or caring for Oak lumber. It has been too long used.

A & B—If you want Sound, Soft Textured White & Red Oak, both in Plain and Quartered, write
DUHMEIER BROTHERS & CO., OHIO
 Manufacturers, Cincinnati

Were all the Oak timber to be destroyed over night the effect on business in general would be chaotic.

The Band Mill, Planing Mill and Dry Mill of the
Williams Lumber Company
 is located at Fayetteville, Tennessee

Why has Oak always led in offerings at the furniture shows? Ask anyone who sells furniture.

All lumber piled in same lengths and similarly loaded in cars
CLAY LUMBER COMPANY, W. VA.
 Manufacturer, Middle Fork

A Manufacturer of Hardwood Lumber; also Millwork, Pine, Birch, Elm and Oak Flooring
WEST VIRGINIA TIMBER CO., W. VA.
 Charleston

Specials
 1 car 1 1/2" No. 1 Com. Plain Oak
 Specialists in House and Jobbing
BARR-HOLADAY LUMBER CO., OHIO
 Manufacturer, Greenfield

Clothes don't make the man, nor does finish make the furniture—but it helps. See the latest.

We are cutting off 200,000 acres of the finest Oak in West Virginia. For the very best, try
AMERICAN COLUMN & LUMBER CO., W. VA.
 Manufacturer, St. Albans

There is a species for every need—a grain and figure for every taste. Are you familiar with them all?

Specials
Babcock Lumber Company
 Pittsburgh, Pa.
 Annual Capacity, 150,000,000 Feet Manufacturer

Do you know of any other wood that pleases in so many ways and in so many garbs as does Oak?

Pardee & Curtin Lumber Company
 Sales Office—Clarksburg, W. Va.
 Band Mills—Curtin, Coal Sid-
 ing and Hominy Falls, W. VA.

Good eating and good Oak go well together. They make an especially logical combination in these days of high prices.

Specialties
 Quarter-sawn White Oak, Plain Red and White Oak
C. L. RITTER LUMBER COMPANY, MISSOURI
 Manufacturers, Huntington, Mo. Va.

Specials
 Kentucky Soft Textured, Good Oak, Red Oak and Poplar, High-grade, Round, square edged White Oak Timbers, 1 1/2" to 12"
AMERICAN LBR. & MFG. CO., PITTSBURGH, PA.
 Manufacturer and Wholesaler PENNSYLVANIA

Oak was spoken of with admiration in the Scriptures and will be held in esteem by our children's children generations hence.

TRY KNOXVILLE TENNESSEE

You can logically do so because you must ultimately depend more and more on this region for your hardwoods.

No higher type of timber can grow than that abounding in eastern Tennessee. It is found on a soil and in an environment which put quality in the trees generations ago. It is our task merely to see that this quality is utilized to the utmost in making the boards you buy. The best of equipment and highly trained organizations working in one place for years at a stretch make that task easy.

Then too you can be sure of getting the best possible service—always.

Ask about it from any of the following:

The Vestal Lumber & Mfg. Co., Knoxville, Tenn., & Fonda, Ky.

The J. M. Logan Lumber Company, Knoxville, Tenn.

The Little River Lumber Company, Townsend, Tenn.

The Babcock Lumber & Land Company, Marysville, Tenn.

(Main Office: Pittsburgh, Pa.)

OAK, POPLAR, MAPLE

Walnut, Chestnut, Hickory, Cedar, Ash, Basswood, Beech

MEMPHIS TENNESSEE

THE WONDER-CITY OF HARDWOOD PRODUCTION

Handles

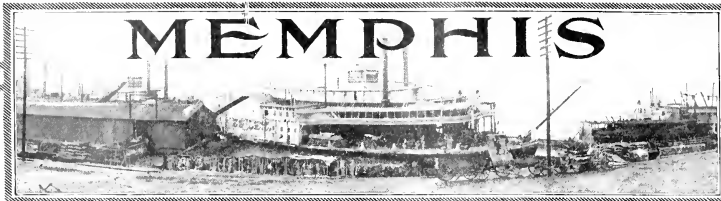
Handles are of so many sizes and shapes that a list showing sizes only would be long, and a list showing shapes would be nearly as long. Kinds of wood found serviceable are many, and there are few kinds of wood in the forests of America that are not suitable for handles of some kind. The range in size usually given is from "a canthook to a buttonhook." One of the former is equivalent to a thousand of the latter. Extra toughness and resiliency are demanded of wood for some handles, but these qualities add no value whatever to other kinds of handles.

The ax handle is an example where toughness and spring are needed, and the wooden grip for a bucket bail is an example where a weak, soft wood answers as well as any.

For the slender, tough handle, hickory has no equal in this or in any other country. In strength alone, other woods may equal or surpass hickory, but in the combination of strength, toughness, and elasticity, it has no rival, and that accounts for its extensive use for handles of certain classes.

The southern states have met most of the demand for hickory handle material in recent years. The best hickory trees are those which grow rapidly, and the fertile soil and long summers in the South produce trees of that class.

There are fourteen species of hickory in the United States, all of which, except pecan, are good material for handles.



Regular Widths and Lengths

17,000' L. R. 8/4"	BEECH	40,000' L. R. 12/4"	SOFT MAPLE
20,000' FAS. 6/4"	COTTONWOOD	15,000' FAS. 4/4"	GULF WHITE OAK
125,000' Panel, 4/4", 18" & up wide	CYPRESS	30,000' FAS. 5/4" & 6/4"	25,000' No. 1 Com. 4/4"
50,000' Selects, 4/4"	ELM	30,000' FAS. 1/4"	PLAIN WHITE OAK
24,000' Picket, 3/4"	RED GUM	15,000' FAS. 5/4"	15,000' FAS. 4/4" & Br. 5/4"
50,000' No. 1 C. & Br. 6/4"	QTD. RED GUM	80,000' FAS. 1/4" & Br. 5/4"	100,000' FAS. 6/4"
175,000' L. R. 12/4"	SAP GUM	35,000' No. 1 Com. 5/4"	104,000' No. 2 Com. 4/4"
150,000' No. 1 Com. 3/4"	QTD. RED GUM	55,000' FAS. 3/4"	STYAMORE
60,000' No. 1 Com. 5/4"	FAS. 8/4"	17,000' No. 1 C. & Br. 6/4"	WILLOW
50,000' Panel, 4/4", 18" & up wide	QTD. RED GUM	15,000' FAS. 5/4", all 12"	
150,000' FAS. 8/4"	100,000' No. 1 C. & Br. 5/4"	30,000' No. 1 C. & Br. 5/4"	
100,000' No. 1 C. & Br. 4/4"	80,000' FAS. 12/4"		
30,000' No. 1 C. & Br. 8/4"			

ANDERSON-TULLY CO.

We have for sale:

QUARTERED WHITE OAK	50,000 fl. 6/4" No. 2 Com
18,000 fl. 8/4" F. A. B.	30,000 fl. 4/4" No. 1 Com.
25,000 fl. 5/4" F. A. B.	60,000 fl. 4/4" Wide Box.
15,000 fl. 6/4" No. 1 Com.	QUARTERED RED GUM
100,000 fl. 4/4" No. 1 Com.	20,000 fl. 8/4" F. A. B.
30,000 fl. 5/4" F. A. B.	25,000 fl. 8/4" No. 1 Com.
100,000 fl. 5/4" No. 1 Com.	18,000 fl. 4/4" No. 1 Com.
RED GUM	50,000 fl. 4/4" F. A. B.
15,000 fl. 6/4" F. A. B.	QUARTERED BLACK GUM
35,000 fl. 6/4" No. 1 Com.	50,000 fl. 4/4" F. A. B.
25,000 fl. 6/4" F. A. B.	45,000 fl. 4/4" No. 1 Com.
30,000 fl. 8/4" No. 1 Com.	COTTONWOOD
SAP GUM	50,000 fl. 4/4" F. A. B. 6 to 12"
160,900 fl. 6/4" No. 1 Com	15,000 fl. 4/4", 11" & up. F. A. B.

Memphis Band Mill Co.

WHITE ASH

We specialize in this wood, all grades and thicknesses—also special widths and lengths. Get our prices before placing next order.

WHITE AND RED OAK DIMENSION

We will be glad to quote prices on Vehicle Truck oak out to your specifications.

Riel-Kadel Lumber Co.

QUARTERED WHITE OAK	PLAIN RED GUM
Regular Widths and Lengths	7 cars No. 1 C. & Br. 1/4", 4 mos dry
4 cars Select, 4/4", 18 mos dry	Base Dry
SAP GUM	QUARTERED RED GUM
7 cars L. R. 5/8", 3 mos dry	7 cars No. 1 C. & Br. 1/4", 4 mos dry
7 cars L. R. 3/4" & 10", 1 1/2 mos dry	HERBERY
5000 lbs Box Boards, 4 1/2", 42 in. 37" wide, 120 lengths, 3 mos dry	2 cars No. 2 C. & Br. 3/4", 5 mos dry
	ELM
	7 cars L. R. 12 1/2", 4 mos dry

Ferguson & Palmer Co.

KILN DRIED COMMON OAK

For immediate orders we are prepared to quote attractive prices on 1" No. 1 Com. and No. 2 Com. Plain Oak.

Rates and full information furnished on inquiry

JAMES E. STARK & CO., Inc.

Paepcke Leicht Lumber Co.

Manufacturers	Southern Hardwoods	BAND MILLS:
Cottonwood,	Red and Sap Gum,	Helen, Ark.
Red and White Oak,	Cypress, Elm.	Blayneville, Ark.
		Greenville, Miss.
		Cairo, Ill.

General Offices

CONWAY BUILDING

CHICAGO, ILL.

The following are in regular widths and lengths

9,000' Clear, 4/4", 2 1/2 to 5 1/2", 8 to 10", 12 mos. dry	SAP GUM
9,000' FAS. 5/4", 14 mos. dry	4,500' No. 1 C. 8/4", 2 mos. dry
5,000' FAS. 6/4", 8 mos. dry	PLAIN RED OAK
PLAIN RED OAK	21,000' FAS. 9/4", green
42,000' FAS. 5/4", 12 mos. dry	42,000' No. 1 C. 6/4", green
25,000' No. 1 C. 5/4", 12 mos. dry	12,500' FAS. 5/4", green
8,000' No. 1 C. 9/4", 4 mos. dry	6,000' No. 1 C. 3/4", green
PLAIN WHITE OAK	15,000' FAS. 3", green
8,000' FAS. 5/4", 8 mos. dry	PLAIN WHITE OAK
9,000' No. 1 C. 5/4", 6 mos. dry	8,000' FAS. 6/4", green
25,000' No. 1 C. 8/4", 4 mos. dry	22,000' No. 1 C. 6/4", green
RED GUM	8,000' No. 1 C. 8/4", green
12,500' FAS. 4/4", 2 mos. dry	9,500' FAS. 3", green
13,900' No. 1 C. 4/4", 2 mos. dry	5,500' No. 1 C. 3", green

F.T. DOOLEY LUMBER CO.

One-tenth of one per cent of direct business secured represents the cost to one advertiser of a year's advertising in HARDWOOD RECORD. This is possible because HARDWOOD RECORD'S woodworking circulation has buying power made up of numerical strength and individual quality. Draw your own conclusions.

MEMPHIS



100,000' 5/4" No. 1 C & Btr	40,000' 8" C No. 1 C & Btr	QUARTERED RED GUM	40,000' 8" C No. 1 C & Btr
150,000' 4/4" Box 10's - 13' 11"	100,000' 4/4" No. 1 C	PLAIN WHITE OAK	100,000' 4/4" No. 1 C
175,000' 4/4" FAS 6-12"	100,000' 4" C No. 1 C	PLAIN RED OAK	100,000' 4" C No. 1 C
125,000' 5/4" FAS	100,000' 4" C No. 1 C & Btr	PLAIN RED OAK	100,000' 4" C No. 1 C & Btr
40,000' 6/4" FAS	100,000' 4" C No. 1 C	PLAIN RED OAK	100,000' 4" C No. 1 C
25,000' 4/4" No. 1 C	100,000' 4" C FAS	PLAIN RED GUM	100,000' 4" C No. 1 C & Btr
30,000' 5/4" No. 1 C	100,000' 4" C No. 1 C	PLAIN RED GUM	100,000' 4" C No. 1 C & Btr
15,000' 4/4" No. 1 C	100,000' 4" C No. 2 C	MISCELLANEOUS	100,000' 4" C No. 1 C & Btr
25,000' 4/4" No. 2 C	100,000' 4" C Log Run Pecan		100,000' 4" C Log Run Tupelo Gum
100,000' 5/4" No. 1 C & Btr	40,000' 12" 4" Log Run Maple		
40,000' 6" No. 1 C & Btr	40,000' 4" 4" Log Run Tupelo Gum		
30,000' 8" 4" No. 1 C & Btr			

Let us quote you
J. W. WHEELER & CO.

Regular lengths and widths

QUARTERED WHITE OAK	2 C Com. A Btr. No. 1 C & Btr.
PLAIN WHITE OAK	N. 1 Com. 1 1/2 x 1 1/2
PLAIN RED OAK	N. 1 Com. 1 1/2 x 1 1/2

Crenshaw-Gary Lumber Co.

QUARTERED WHITE OAK	42,500' 1st & 2d 2 1/4" 10' & 11' long	30,000' 1st & 2d 1 1/2" 10' & 11' long	30,000' 1st & 2d 1 1/2" 10' & 11' long
PLAIN WHITE OAK	11,000' No. 2 Com. 1 1/2 x 1 1/2	11,000' No. 2 Com. 1 1/2 x 1 1/2	11,000' No. 2 Com. 1 1/2 x 1 1/2
QUARTER SAWED WHITE OAK	14,500' No. 1 Com. 1 1/2 x 1 1/2	14,500' No. 1 Com. 1 1/2 x 1 1/2	14,500' No. 1 Com. 1 1/2 x 1 1/2
PLAIN WHITE OAK	55,700' No. 1 Com. 1 1/2 x 1 1/2	55,700' No. 1 Com. 1 1/2 x 1 1/2	55,700' No. 1 Com. 1 1/2 x 1 1/2
PLAIN RED OAK	11,000' No. 1 Com. 1 1/2 x 1 1/2	11,000' No. 1 Com. 1 1/2 x 1 1/2	11,000' No. 1 Com. 1 1/2 x 1 1/2

R. J. DARNELL, Inc.

Send in your order now for

SAP GUM	16,000' 5/4" No. 1 Com. & Btr	18,000' 4/4" 18 & 24	22,500' 5/4" 18 & 24 Qld.	35,000' 5/4" 18 & 24 Plain	40,000' 5/4" 18 & 24 Plain
PLAIN WHITE OAK	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.
PLAIN RED OAK	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.
PLAIN RED GUM	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.
PLAIN RED OAK	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.	18,000' 4/4" No. 1 Com.

The Mossman Lumber Co.

PLAIN WHITE OAK	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C
PLAIN RED OAK	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C
PLAIN RED GUM	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C
MISCELLANEOUS	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C

GAYOSO LUMBER CO.

PLAIN WHITE OAK	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C
PLAIN RED OAK	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C
PLAIN RED GUM	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C
MISCELLANEOUS	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C	100,000' 4" C No. 1 C

DUDLEY LUMBER CO., Inc.

QUARTERED WHITE OAK	12,000' FAS 10'	12,000' FAS 10'	12,000' FAS 10'
PLAIN RED OAK	25,000' No. 1 Com. 1 1/2	25,000' No. 1 Com. 1 1/2	25,000' No. 1 Com. 1 1/2
PLAIN RED GUM	25,000' No. 1 Com. 1 1/2	25,000' No. 1 Com. 1 1/2	25,000' No. 1 Com. 1 1/2
MISCELLANEOUS	25,000' No. 1 Com. 1 1/2	25,000' No. 1 Com. 1 1/2	25,000' No. 1 Com. 1 1/2

Stimson Veneer & Lbr. Co.

QUARTERED WHITE OAK	100,000' No. 1 Com. & Btr. 1"	100,000' No. 1 Com. & Btr. 1"	100,000' No. 1 Com. & Btr. 1"
PLAIN RED OAK	100,000' No. 1 Com. & Btr. 1"	100,000' No. 1 Com. & Btr. 1"	100,000' No. 1 Com. & Btr. 1"
PLAIN RED GUM	100,000' No. 1 Com. & Btr. 1"	100,000' No. 1 Com. & Btr. 1"	100,000' No. 1 Com. & Btr. 1"
MISCELLANEOUS	100,000' No. 1 Com. & Btr. 1"	100,000' No. 1 Com. & Btr. 1"	100,000' No. 1 Com. & Btr. 1"

The Kratzer-Cured Lumber Co.

Stock, 6,000,000 Feet

Strictly High Grade
OAK GUM
YELLOW CYPRESS

Careful and Experienced Supervision
Modern Band Saw Equipment
Dry lumber shed holds 2,000,000 ft.

STIMSON
VENEER & LUMBER CO.
MEMPHIS, TENN.

See pages 24 and 25



All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD



The Beauty of Oak Floors



The beauty of any Oak Floor depends upon the species of Oak used and the care with which it is manufactured.

"Forked Leaf" Brand OAK FLOORING

"The Kind That Makes Good"

is made of the best of all the Oaks. As all our material comes from one district, an even color and texture is maintained.

Our plant is new and is equipped with the latest type of machinery. The utmost care is taken in manufacturing our flooring. It is GUARANTEED to be of superior grade and perfect manufacture.

Write us for complete details and description of our product.



The Long-Bell Lumber Co.
R. A. Long Bldg. Kansas City, Mo.



NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

Conway, S. C. { } Porterwood, W. Va.
Jacksonville, N. C. { } Wildell, W. Va.
Hertford, N. C. { } Mill Creek, W. Va.

Willson Bros. Lumber Co.
MANUFACTURERS
MAIN OFFICE: PITTSBURGH, PA.

WM. WHITMER & SONS

INCORPORATED

Manufacturers and Wholesale-
salers of All Kinds of

"If Anybody Can,
We Can"

HARDWOODS

West Virginia Spruce and Hemlock
Long and Short Leaf Pine Virginia Framing

Finance Building PHILADELPHIA



FOR over twenty years E. C. MERSHON

has been recognized as the authority on all matters pertaining to the sawing of wood with a Band Resaw. Purchasers of Mershon Band Resaws have the benefit of his experience.

Wm. B. Mershon & Company
Saginaw, Michigan

It Tells Just What the Consumers Use

ANY hardwood or veneer man considers his personal knowledge of the requirements of his own trade his greatest asset.

But he realizes that if that knowledge is confined to a limited number of concerns his sales will be the same year after year. Hence to grow he must acquire more knowledge regarding other possible customers.

Do you as a seller of hardwoods or veneers think it is good business to invest years of your time and quantities of your money to gather that knowledge when you can get logically collated first-hand and absolutely live and authentic information on thousands of such consumers and can have the use of it immediately after application?

The cost is nominal and the service is elastic in its form and can be made to fit your peculiar requirements exactly. Write now and get the benefit of the annual corrections.

HARDWOOD RECORD,

CHICAGO, ILL.

Double Band Mill For Sale

Including:

- Carriages
- Niggers
- Loaders
- Trimmer
- Edgers
- Resaws
- Sprockets and Chain
- Shafting and Pulleys
- Engine—28' x 62
- Log Machinery
- All the Machinery for a
Clothes Pin Mill
- Filing Room Equipment

The **STEARNS**
SALT & LUMBER CO.
LUDINGTON, MICH.

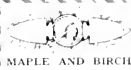
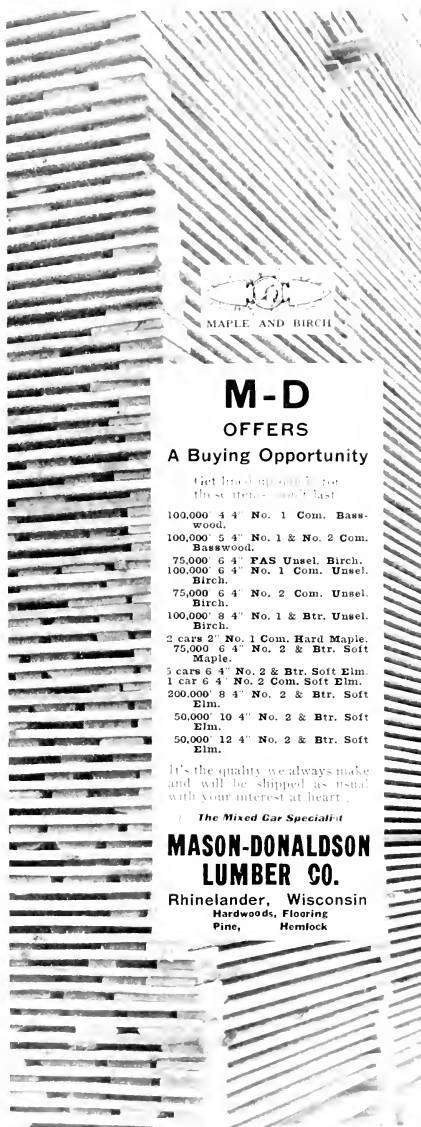
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Modern Kilns

We do a large amount of this work and are in a position to quote prices that will be satisfactory.

Wire or write us, or better still, send along your shipments of lumber for kiln drying and they will be taken care of.

WILLIAM HORNER
REED CITY, MICHIGAN



M-D

OFFERS

A Buying Opportunity

- Get in on the ground floor on these items—won't last!
- 100,000 4 4' No. 1 Com. Basswood.
 - 100,000 5 4' No. 1 & No. 2 Com. Basswood.
 - 75,000 6 4' FAS Unsel. Birch.
 - 100,000 6 4' No. 1 Com. Unsel. Birch.
 - 75,000 6 4' No. 2 Com. Unsel. Birch.
 - 100,000 8 4' No. 1 & Btr. Unsel. Birch.
 - 2 cars 2' No. 1 Com. Hard Maple.
 - 75,000 6 4' No. 2 & Btr. Soft Maple.
 - 5 cars 6 4' No. 2 & Btr. Soft Elm.
 - 1 car 6 4' No. 2 Com. Soft Elm.
 - 200,000 8 4' No. 2 & Btr. Soft Elm.
 - 50,000 10 4' No. 2 & Btr. Soft Elm.
 - 50,000 12 4' No. 2 & Btr. Soft Elm.

It's the quality we always make and will be shipped as usual with your interest at heart.

The Mixed Car Specialist

MASON-DONALDSON LUMBER CO.

Rhineland, Wisconsin
Hardwoods, Flooring
Pine, Hemlock



This
Indiana White Oak
is growing in Indiana.
In paying a premium for
such stock you must pro-
tect yourself by knowing
where it comes from.

We have manufactured
it for half a century and
can prove the origin of
our product.



**HOFFMAN BROS.
COMPANY**
Fort Wayne, Ind.
ESTABLISHED 1867
INCORPORATED 1904



Worry Has Killed More Men Than Overwork

Why Worry About Your Lumber Supply!

We have a large and complete stock of thoroughly dry, well manufactured, Southern Hardwoods in all grades and thicknesses, and are in position to make immediate shipment of straight or mixed cars.

When we say immediate shipment, we mean it. Let us demonstrate to you that we can give you

**QUALITY, SERVICE, and
COURTEOUS TREATMENT**

Wire or Write Us for Prices

Baker-Mathews Lumber Co.

1314 Fisher Building
CHICAGO, ILL.

GENERAL OFFICES: SKESTON, MO.



**DRY KILN DOOR
CARRIER CO.**

Save
HEAT TROUBLE TIME MONEY

By Using the
DOOR CARRIER SYSTEM

THOUSANDS ARE IN USE
THEY OPERATE PERFECTLY
ON doors of any size, on
OLD OR NEW KILNS.

INDIANAPOLIS, INDIANA

← Fire-proof Construction Carrier Engaged
Door Ready for Lifting

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SUBSCRIPTION TERMS: In the United States and its possessions, and Canada, \$2.00 the year; in foreign countries, \$1.00 extra postage.
In conformity with the rules of the postoffice department, subscriptions are payable in advance, and in default of written orders to the contrary, are continued at our option.

Instructions for renewal, discontinuance, or change of address, should be sent one week before the date they are to go into effect. Both old and new addresses must be given.

Both display and classified advertising rates furnished upon application. Advertising copy must be received five days in advance of publication dates. Entered as second-class matter May 26, 1902, at the postoffice at Chicago, Ill., under act of March 3, 1879.

YOU

Don't have to make claims on our shipments. We keep the doubtful boards.

SATISFY YOURSELF

Your inspector, your shop foreman, with the uniformly high grades of our perfectly manufactured stock.

Oak, Gum, Ash, Elm, Cottonwood, Hickory
EVERYTHING IN SOUTHERN HARDWOODS

Tell us to quote you. Then wire us to ship.

Beaumont Lumber Co.
BEAUMONT, TEXAS



Hardwood Record

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Published in the Interest of the American Hardwood Forests, the Products thereof, and Logging, Saw Mill and Woodworking Machinery, on the 10th and 25th of each Month, by

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CHICAGO, APRIL 25, 1918

No. 1



Review and Outlook



General Market Conditions

INCREASING SERIOUSNESS OF PRODUCTION conditions has erased any possible doubt of future strength in hardwoods. The advent of the cotton season is drawing a tighter restriction on labor available for other southern industries and with no great relief in sight so far as getting cars for log shipments is concerned, Southern trade is resigning itself to an output curtailed by a very substantial percentage.

Though no strictly local effects are influencing production in the north, the general labor tightness and shipping troubles, for here all log shipments are by rail, is causing just as serious a situation. In short, it is the same old story but with greater emphasis.

Many lumbermen of late have expressed considerable surprise when checking up on orders and shipments at noting the large total volume going regularly to the woodworking factories for commercial output. With the exception of certain restricted lines such as trim and similar mill work, there seems to be greater difficulty encountered through lack of labor and shipping possibilities than from lack of demand. For instance, in the furniture line the report of accumulation of finished products in factories and warehouses seems on investigation to be not accumulation of unsold goods but piling up of stock which embargoes made it impossible to move. In the Grand Rapids district all warehouse and spare factory room is loaded, but in the main this stock is all sold and is merely awaiting shipment. Sufficient pressure has been brought to bear to bring about the beginning at least of relief in this quarter, and as the same situation obtains in other furniture centers, the prospect is that a great deal of this stuff will be moving out leaving room for furniture on new orders that are coming in constantly.

The furniture trade is operating along encouraging lines on the furniture end alone, but in addition is getting quite substantially into war business. This same thing holds in others of the wood working industries and the question is resolving itself more and more into one of raw materials and labor than of markets.

A very large part of the army wagon program is still to be taken care of and the lumber for this production remains to be cut and sold. Also, the furniture manufacturers are being lined up on an ambitious program of producing spare wagon parts which will involve an additional 25 to 50 million feet of oak and similar hard woods. Here alone is sufficient potential strength to hold up the market for oak almost indefinitely.

Another encouraging influence is the recently announced prospective government manufacture of about a hundred thousand freight cars made very largely of wood. There are many other conditions

and circumstances which are already public property and which all have significance so far as indicating the trend of events is concerned. In fact, there are so many ramifications in the present hardwood situation that they are exceedingly difficult to follow. They shoot out in different directions almost over night. But the fact remains that there are definite basic facts such, for instance, as the number of army wagons to be built, the number of ships to be built, the number of cars to be built, government industrial building extension made necessary by new industries and by lack of housing for workers in new locations, the equipment needs of the farm trade that will require unusual facilities for taking care of enlarged production, and continued activity in buying of most things commonly made of wood, such for instance, as furniture. These and similar facts are matters of record and must all be reckoned with. But regardless of whether one considers these basic things or not, it is really not necessary in analyzing conditions to go further than to simply look at the book records of any hardwood lumberman almost anywhere. There are certain fundamental things which govern market and price trend. One is the demand represented through orders, another is stock on hand and another is the possibility of speeding up production. Anyone interested can investigate at almost any point and will find that orders are more plentiful than are desired, that prices are mounting, that mill and yard stocks are low and that there is not the slightest possibility of realizing a sufficient point of production.

Hardwood Record has never felt called upon to misrepresent conditions to bull or bear the market. It has always endeavored to give as close an analysis as possible of such information as comes through its observation of the trend of hardwood conditions so that the consuming buyer or the producer of hardwood products may be benefited. For the past several months, Hardwood Record has constantly predicted and emphasized the certainty of a growing strength in hardwood stocks and in all cases these predictions have come about. It desires to especially emphasize now that the wood-working trade will do well to protect itself on its hardwood needs. This is especially true of that branch of the wood-working trade which has taken on orders for war business which requires unfamiliar raw materials and methods. Consider the controversy between the producers of wagon material and the wagon manufacturers. The question here is one of price to be paid for the millions of feet of hardwoods needed. The controversy will work out in one of two directions, either it will be a finish figure with the interference of the government or the government will step in to set a figure for this class of material. In either case, there will be a definite one outcome, as the great bulk of this material is already

manufacturer or buyer who knows what their costs are and who know that the price of a commodity should not allow them to break even, let alone make a profit. If the government does not step in and set the price, the outcome must be figures fair to the lumber producer as he cannot be expected to voluntarily sell his stuff for less than it costs him to replace it and as he is strong enough to hold out for such figures. Should the government step in and set the prices, and this seems to be the likely course, the same final result is assured, as the main producers of this material have their costs worked out to such a point that they could clearly establish to the authorities the reasonableness of their demands regarding prices. So the wagon maker, furniture manufacturer, or any other woodworker who has orders calling for this class of lumber would be wise in arranging to place his requirements in the usual way on the basis of the market price asked by the lumber manufacturers. It must be borne in mind also that dry stock or dimension in this case is not available in sufficient quantities to make it worth while seeking it that this stuff must be bought green in the plank and worked up and kiln-dried at the factory. As it is in this material, so it is becoming in all other lines. The dry stock between the producer and the consumer is gradually diminishing and there is no hope that it will be totally replenished so long as present labor and other restrictions are in effect.

Put's Woodstock Price Up to Committee

THE WOODSTOCK COMMITTEE representing the National Implement and Vehicle Association on war contracts has issued a statement dated April 20 referring to the controversy over prices for wagon lumber. The statement refers to a recent pamphlet summarized in the April 10th issue of *Hardwood Record* as compiled by committee representing lumber manufacturers. The wagon committee states that it has "recommended through the regular channels that the Price Fixing Committee of the War Industries Board at Washington determine whether or not the prices recommended by the committee meet the situation and give to the wood stock producer a fair return for his product." The statement then goes on to tell of the difficulty encountered in purchasing dry plank or dimension stock and states that facilities offered by small producers have not been sufficient to take care of the demand for wagon dimension and that the large producers have not as a body gotten to the production of dimension material.

The statement makes the interesting observation that while dimension stock is easy to sell, it has not been possible to get sufficient buyers for green plank. This observation rather leads to the conclusion that the wagon contractors are purposely and collectively refusing orders on thick green plank in the hope that by so doing they may weaken the lumbermen's resolve to hold out for a fair return on his product. They admit that dimension stock, so far as it can be purchased, comes from the small producer. He does not know his costs and is not aware that the committee's prices are not fair in comparison to cost advances. The woodstock committee also publicly admits that to fill the wagon program the wagon contractors must purchase green planks. These planks, on the other hand, come in green from the more experienced and progressive producers who are aware of the cost of making their product and desire a fair return. It is obvious therefore, that the vehicle people are willfully holding up wagon production through refraining collectively from purchasing planks, as they are fully aware that they must buy green planks or go without their raw material, as it is physically impossible to convert the large sawmills into dimension mills in the time allowed. If the wagon people sincerely desire to speed wagon production (and the need for speed is obvious) they can best show their sincerity by seeing to it that the trade buys the offerings of planks and does not wait for dimension production which is everywhere conceded to be impossible of accomplishment in sufficient quantities. With 200,000 and more wagons to be built the demand for any form of raw material certainly exists. It is the duty of the wood stock committee to see to it that the wagon contractors use such raw material as is offered and do not wait for a more finished form which cannot possibly be produced in anything like the available time.

Zone System in Coal Sales

WAR HAS ONE MORE PINCH COMING. It relates to the distribution of bituminous coal according to a zone system worked out by the United States Fuel Administration and described in detail in publication No. 21, a pamphlet of twenty-eight printed pages dated March 22. The crux of the new plan is that people must buy their coal from the mines nearest them, and by that means the overlapping of shipments will be prevented. The United States is laid off in zones, and each coal mining region is told where it can ship its coal and where it must not. It is largely a matter of miles and not of markets. The mines of West Virginia and Pennsylvania, for example, must not send their coal into Illinois, because Illinois has coal of its own. Eastern mines shall not send coal to the Pacific coast, but the Coast must obtain its coal from mines west of the Rocky mountains.

There are fifteen zones, each representing a mining region and the territory which it may supply. By following that plan it is figured that millions of car miles can be saved in transportation of coal. One train will not carry coal in one direction while another train of coal passes it, going in the opposite direction. The plan seems to work out in theory beautifully; but it remains to be seen how it will work out in practice. The theory resembles Bellamy's "Looking Backward," which was the gospel of the socialists twenty-five or thirty years ago, by which plan there was to be no duplication of effort and every man was to do what the overseer told him to do, and nothing else. The experiment with the coal mining and shipment will be watched with interest, and with the earnest hope that it will work well.

What seems to be the weakest place in the plan is the failure to recognize that there are different grades, classes, and kinds of coal, and that some furnaces have been built for burning a certain kind and cannot successfully burn any other. If these furnaces are prohibited from burning the only kind that they can burn, must they shut down? Or what must they do? It is possible, no doubt, by altering the grates and flues of most furnaces to adapt them to a fuel different from that for which they were designed. Where that can be done, no very serious obstacle will lie in the way of the change; but there are furnaces which cannot be so remodeled. Those constructed for burning the hard, semi-smokeless Pocahontas and Voca coals will fail if the soft, smoky coal of some of the Illinois fields is substituted. The present chimneys will not dispose of the increased volume of smoke or give the necessary draft to cause the softer coal to burn.

It is not a matter of life and death. Each separate difficulty can be overcome somehow, but the new order is bound to cause much inconvenience, lots of trouble, and heavy cost to those who must rebuild their chimneys and remodel their furnaces. But if it helps put the kibosh on the Kaiser, we will do our part cheerfully.

300,000 Houses

THE WORD FROM ENGLAND that she has great need for 300,000 houses to be built either during the war or directly after, it, is a most interesting piece of news. It means more than the fact that England is planning a colossal addition to her housing facilities. The additional revelation is that England is alive to the necessity for planning for after the war conditions. And England's policy is duplicated by every other country with commercial ambitions.

Are we having plans that will keep us to the forefront in the coming trade contest? Already commercial reports from important South American markets promise that buying after the war will be redirected to former sources of supply and just because American shippers refuse to learn their lessons in points of credit, packing and selling methods. May the Lord have mercy on us when peace finds us with billions invested in ships, with a tremendously expanded manufacturing and agricultural capacity and with competition for foreign trade which in the face of stern necessity will fight for it without quarter, if we have not made more progress than shows at present in our preparations to meet that competition.

Occurrences at Washington Interesting to Lumbermen

Personal Mention and the Activities of Various Board, and Committees.

The government demands upon the forest yield a heavy income tax. Having assumed control of much of the hardwood in the country and issued directions as to the conduct of the veneer industry and curtailed the production of musical instruments and pianos, the government is now to take over a quantity of walnut lumber ordered in the United States last summer by British timber merchants.

Representative walnut lumbermen of this country have been recently conferring with officers of the ordnance and signal departments and with Mr. Chamberlain. Among the lumbermen were John Penrod, Fred Hoffman and Messrs. Hartzell and Pickrel. It is reported semi-officially that the ordnance department had ordered them to release the material for gunstocks and that the signal corps wanted it for airplane propellers, as walnut is said to have first call for making laminated propellers. C. C. Wickfield, lumberman on the staff of the signal corps, took the matter up with the walnut men, and the lumbermen understood that the signal and ordnance officers would reach an agreement as to what should be done with the walnut lumber.

The navy department is calling for proposals for 210,000 feet of white oak, 1 inch select and No. 1 common, for the Portsmouth, N. H., navy yard. It also wants bids to be opened April 29 here for white oak for the Puget Sound navy yard as follows:

Oak, white, bending, as follows:

50,000 feet R. M. 1 1/2 inches by 10 inches and up by 14 feet and up 100,000 feet 4 inches by 6 inches and up by 8 feet and up.

30,000 feet 3 1/2 inches by 4 inches and up by 8 feet and up.

Oak, plain sawn, white, firsts and seconds, as follows:

30,000 feet R. M. 2 inches by 14 inches and up by 12 feet to 20 feet.

30,000 feet B. M. 2 1/2 inches by 10 inches and up by 12 feet to 20 feet.

30,000 feet B. M. 3 inches by 6 inches and up by 20 feet and up.

25,000 feet B. M. 4 inches by 12 inches by 18 feet and up.

25,000 feet B. M. 2 inches by 12 inches by 18 feet and up.

Until April 20 the navy will receive bids on the following for Mare Island navy yard:

Class 788. 55,000 ft. white oak plank, 10,000 ft., each of 1 in., 1 1/2 in., 1 3/4 in., 2 in. and 3 in.; 5,000 ft. 2 1/2 in.

Class 799. 45,000 ft. white or red oak for bonding, air dry, 25,000 ft. 1 1/2 in. by 6 in. and up; 20,000 ft. 2 1/2 in. by 6 in. and up.

Class 800. 70,000 ft. white oak, air dry, plain sawed, firsts, 10,000 ft. 1 in. by 10 in. and up; 12,000 ft. 1 1/2 in. by 10 in. and up; 12,000 ft. 1 1/2 in. by 10 in. and up; 15,000 ft. 2 in. by 10 in. to 12 in. and up; 8,000 ft. 2 1/2 in. by 6 in. and up; 5,000 ft. 3 in. by 12 in. and up; 5,000 ft. 4 in. by 10 in. and up; 3,000 ft. 6 in. by 6 in. and over wide.

Class 801. 21,500 ft. air dry laurel. Alternate bids on oak for shaft logs, instead of laurel, will be acceptable.

Owing to the uncertainties of the lumber market and other business conditions, it is said, the general supply committee of the government announced the postponement from April 17 until May 15 of the opening of bids for furniture for government department offices here and for certain government field services.

The war department has announced that wooden box contracts have been awarded as follows:

Standard Red Cedar Chest Company, Altavista, Va., packing boxes for 1.7 pounder gun smoke shell, and packing boxes for 1.7 pounder howitzer smoke shell.

Edwards Manufacturing Company, Cincinnati, packing boxes for 155 millimeter howitzer gas shell.

Victor Box Manufacturing Company, Quakertown, Pa., packing boxes for 155 millimeter common steel shell.

Additional wooden wheel contracts have been awarded by the quartermaster department to the Prudden Wheel Company, Lansing, Mich.; Bimel Spoke & Auto Wheel Company, Portland, Ind., and Schwartz Wheel Company, Philadelphia.

Tent pole contracts have been awarded to Hugro Manufacturing Company and F. Medart Manufacturing Company, and a number of additional shoe last contracts have also been awarded by the quartermaster.

Interesting developments are expected in connection with the

construction of a new shipyard at the mouth of the York River, near the mouth of the Chesapeake Bay. The new yard is to be built by the United States Navy and is to be one of the largest in the world.

Reports are circulated that the government is planning to purchase a large quantity of lumber from the American Lumber Co. It is said that more than 1,000,000 feet of lumber would be required for the construction of airplanes, which is being done at a rapid rate.

While the first order for lumber from the government has not yet been received, it is reported that the government is planning to purchase a large quantity of lumber from the American Lumber Co. It is said that more than 1,000,000 feet of lumber would be required for the construction of airplanes, which is being done at a rapid rate.

Express has been selected as airplane material by the British government after a trial, it is reported.

The transportation situation is worrying lumbermen everywhere. The western mills have obtained a measure of relief under the plan adopted of sending two cars to the Pacific coast to carry oak lumber milled in cutting ship schedules, for every car of ship timber produced for the government. Yard stocks can be reduced under this plan and the operation of the mills facilitated, it is said.

While the lumber industry is seriously affected by the embargo policy and other considerations, the fuel administration has announced a curtailment in production of clay products, including important building materials and competitors of lumber, such as brick, tile, etc., ranging from 15 to 50 per cent. Other so-called non-essential industries are to be curtailed in like manner, in order that labor and capital and fuel and materials can be released for more important war work.

Recent government lumber orders placed include over 35,000,000 feet with the Southern Pine Emergency Bureau within two weeks, 5,000,000 feet with the North Carolina pine bureau; 1,000,000 feet of flooring with the Alabama-Mississippi Bureau; over 5,000,000 feet with the Fir Production Board.

Some of the pine orders are for material for army buildings at Camp Jones, Douglas, Ariz.; Del Rio, Tex.; Fort Clark, Tex.; Nashville, Tenn., powder plant; navy yard stocks at Norfolk and elsewhere; and for several of the series of 37 military warehouses projected at Des Moines, Fort Wiley, Little Rock, and various other points.

The Priorities Board, Council of National Defense, has placed wire rope factories on the fuel priority list.

Fir timber, veneer and plywood of all kinds have joined ash, birch, walnut, mahogany, oak, spruce lumber on the export conservation list requiring license, also yellow pine timbers. Chestnut and quebracho bark have been added, also ash, birch, hickory and oak top handles.

The recent appointment of Charles M. Schwab as director general of the Emergency Fleet Corporation has alarmed some lumbermen, who have feared that the construction of wooden ships would be stopped by the government, but there is nothing in this, so far as can be learned. While Schwab, the steel man, will have charge of building ships, Chairman Hurley of the shipping board, who favors wooden ships, will control the policy as to kind of ships to be built, and Charles Piez, vice president of the fleet corporation, will make the contracts.

Recent rumors that the construction of wooden ships is to be curtailed owing to the scarcity of facilities for making engines, boilers and machinery for ships, are not confirmed officially. On the other hand, it is understood that Hurley favors government construction of 4,700 tons wooden ships like the Doloherty type launched at Orange, Tex. It is said that these vessels will not require any more motive power than the Ferris type wooden ships.

of 3,500 tons. The latter are said to be uneconomical of operation in the European trade, as half their cargo space would be required for coal for the round-trip voyage.

It is the understanding that no more Ferris ships will be contracted for, and it is possible that no more wooden ship contracts will be let to be carried out on the north Atlantic coast, where there is a great congestion of labor and freight, etc. However, wooden ship construction will continue on the south and west coasts. The latest information is that all ways on which wooden ships are being built for the government will be kept busy during the war. The ways for Ferris type ships can be extended to allow building of larger ships. If government construction in the north is stopped, it is said that the allied governments would like to have wooden ships built here.

Mr. Hurley recently told a delegation of Southern Commercial Congress to develop southern ports and shipyards and build as many ships in that section as possible. The congress will boom this plan through a committee headed by Gen. Julian S. Carr of North Carolina. The Ferris boats will be used in the coastwise and Central American trade, where big bunker coal resources are not necessary.

Chairman Hurley and Director General McArdoo have arranged to rush 50,000,000 feet of Douglas fir timber in special trains from the Pacific coast to shipyards on the south and east coasts in order to speed up the construction of wooden ships. Eighty-three thousand tons of wooden ships are due to be launched this month.

Legislation of interest to the lumber trade that is reaching consummation includes the Webb bill authorizing combinations in the export trade regardless of the antitrust law. This has been agreed to in the form of a conference report and it has gone to the president.

There has also been an agreement on the sabotage bill, which would fine and imprison aliens, spies, I. W. W. and others who interfere with, destroy or damage war materials, including lumber and its products, airplanes, etc.; war premises, including lumber mills, box factories and other establishments making war equipment for the government, also railroads, wharves, vessels, other transportation means, etc. The bill, however, would not prevent strikes.

The general housing bill has been under debate in the senate for several days. It previously passed the house. The discussion has gone on chiefly over the question whether government housing contracts should be awarded on a competitive or a cost plus basis, and over the question of the kind of building construction. Some senators favor temporary and others, permanent construction.

The lighthouse inspector, Detroit, Mich., will receive bids for the privilege of cutting girted and other marked hardwood timber on Charity Island lighthouse reservation.

Shipping Restrictions Lessening

There has been still further improvement during the past fortnight in transportation conditions in Memphis and the valley territory as affecting the movement of lumber. Practically all embargoes have now been lifted and all roads in the South passing through the Memphis gateway are accepting shipments of lumber to destinations in Central Freight Association and Eastern Trunk Line territory except insofar as they are affected by embargoes on connecting lines. It is now possible to ship lumber into a greater area than for a number of months and it is anticipated that there will be a gradual change for the better even over present conditions.

There is a fairly full supply of box cars and other equipment at Memphis and other larger centres in this territory for handling outland shipments of lumber but the Southern Hardwood Traffic Association is receiving many complaints from non-competitive points regarding inability to secure cars. These complaints are coming notably from points on the Southern Railway in Mississippi, the Yazoo & Mississippi Valley line of the Illinois Central, the Missouri Pacific system and the Frisco system. Some of the letters and reports received by the association indicate that ship-

pers are not securing more than 15 to 25 per cent of their requirements in the way of cars and that they are suffering seriously on this account. All possible pressure is being exerted by the association to bring about relief but it is not anticipated by officials of this organization that the situation will show much improvement in the immediate future.

The movement of logs into Memphis and into other towns on the Yazoo & Mississippi Valley line of the Illinois Central system is increasing somewhat. It is announced that this road now has approximately 600 cars in the logging service. The Valley Log Loading Company says that it is able to operate its present log loading equipment on a somewhat larger scale than recently but there has not been enough increase in cars to justify it in putting any more of its machines in operation. It stands ready to put other machines to work and to further increase its loading with present machines as soon as more cars are available. The road, however, under handicaps which it claims are practically insuperable, is making but slow progress in adding to the number of cars in the logging service.

No improvement is reported in log loading on the Frisco system. The Missouri Pacific system is making fairly good progress in furnishing flat cars and motor power and the situation on that road is gradually getting better.

In the meantime, owing to shortage of logs, due directly to inability of the railroads to furnish cars for their transportation, production of southern hardwood lumber is considerably below normal. There is some tendency toward increase in output but this is making itself evident by very slow stages. Fortunately, the mills which secure their logs by water and those that bring in their timber over their own railroads are producing lumber on pretty full scale, thus bringing up the average for the valley territory as a whole to pretty respectable proportions.

Wood for Vehicles

Although the total number of woods used in this country by vehicle makers exceeds fifty, it is worth remembering that more than sixty per cent of all is hickory and oak. These two are by all odds the most important vehicle woods in America. Hickory leads oak by several million feet a year, and oak leads the next wood below it by 160,000,000 feet. The oak goes into heavy vehicles, the hickory into light. Both woods are very strong, but hickory is twice as strong as oak when both are well seasoned; but, because oak is lighter, larger pieces can be used without increasing the weight of the vehicle. Hickory excels nearly all other American woods in strength and elasticity, and the possession of these qualities in a high degree has placed hickory beyond all competitors as material for light vehicles. Many woods are as strong and elastic as oak; but nearly all of them lack some other desirable quality which oak possesses, and this makes oak the favorite in the manufacture of wagons.

There are different kinds of oaks—fifty-two of them in the United States—but practically every one is somewhere in use as wagon material. There are a dozen kinds of hickory, and there are no great differences distinguishing the wood of any one from the others, except that pecan, which is a hickory, is weak and brittle in comparison with the others; still, a little pecan finds its way to wagon shops.

The wood most in use by wagon makers, next below oak, is yellow poplar, but it fills places wholly different from those filled by hickory and oak. It is remarkable for the high polish it takes and is in most demand for wagon beds of all kinds. No wood receives and displays paint to better advantage than yellow poplar, and the best of it goes to shops which manufacture bodies for carriages.

Among the minor woods going to wagon factories are Chintree, catalpa, applewood, cucumber, blue beech and magnolia, which are natives of this country; while among the foreign woods are mahogany, eucalyptus, Cirsianum walnut, rosewood, padouk, doncella, and Spanish cedar. The total consumption of wood in vehicle making in this country before the beginning of the war was about 740,000,000 feet a year.



A Thumb-Tack Inventory



A square of a thumb-tack inventory board.

"Many times a day," says an inventor on a manufacturing plant, "I used to have to wait a proportion of the number of pieces of different kinds of stock on hand. We had no simple means of getting the facts quickly. Often the only thing to do was to send somebody out to the stock room to make an actual count. We eliminate all these annoyances, however, when we adopted our present system of keeping track of our stock. The plan we use now gives us the necessary information at a glance."

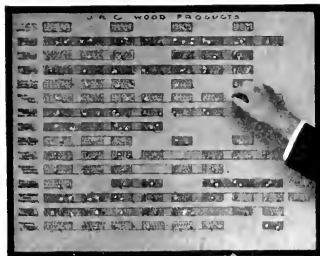
This plan is in fact so simple, and at the same time has proved so effective, that it seems likely to be of interest in many concerns carrying a large number of items. It is, in brief, a visible perpetual inventory, and is operated by means of a wall plan board on which amounts are indicated by means of ordinary thumb-tacks.

A photograph of the board is shown at the top of this page. The board takes care of a number of lines, and there are a sufficient number of these boards in all to keep track of all styles and sizes that the factory makes. The horizontal subdivisions on each board are planned to keep track of the different styles; and the up-and-down columns are designed to keep track of the sizes under those styles.

The charts are mounted on wall board and each of the small rectangles shown in the illustration is composed of four horizontal columns. Each column, again, contains the ten digits, from 1 to 0. The rectangle is arranged, therefore, on the same plan as are the keyboards of many adding machines.

The count of stock on hand is kept by placing thumb-tacks on the marking squares according to the digits. For instance, if there are 152 four-foot painters' ladders on hand, a tack is put in the 2 square of the unit column, another tack goes in the 5 square of the tens column, and another in the 1 square of the hundreds column. A person familiar with the plan can thus read off the set of figures that represent the quantity in stock of any size of any item at a single glance.

"In our business the demand for many of the products is de-



HOW IT WORKS

Each of the tiny rectangles on this board is reserved for one style and size of product. From left to right in each rectangle are four rows of figures, running from 1 to 0. The placing of the thumb-tacks on these figures shows the quantity in stock.

manding lumber prices in dull times is a risky sale but it injures the market and makes it hard to bring over to bring off the next sale, and it doesn't help the volume of consumption a particle.

Every jobbing planing mill should have the kiln equipment of its own, and use it to get the work from showing up, both through the mill, after it is put in place.

How a Board Is Kept Up-to-date

"We keep the inventory perpetual by having it checked up every morning through the bookkeeping department. The bookkeeper in charge recapitulates the invoices from the previous day, and moves the various tacks around so that they will read to tally with the stock totals.

"Whenever the new goods sheets come in to the office from the factory the corresponding pegs are moved up. We can observe instantly when any stock is getting low, and inasmuch as we know when the demand for that particular piece will set in again, we do not need to start replenishing the stock until the last minute. Thus we save considerable time, and considerable capital, by not having to keep so much tied up in goods in process.

"The operation of the tack system is simple. It is possible for us to keep track of goods of which there are up to 99,999 on hand; and if any piece ever went over that number we could easily make the plaque register as high as 99,999. We have found that the total time required for the bookkeeper to transfer the recapitulation to the boards is not over half an hour on his busiest days. This is a negligible amount, when you compare it with the time that we used to waste formerly looking about for this kind of information.

"We also retain the invoice 'receipts' and the new goods tickets, so that at the end of any month we can check quantity sales against the totals of the invoices themselves, and in this way keep in touch with the amount of money we have tied up in the form of finished articles of stock.

"The method can easily be expanded to include many hundred pieces; including designs and sizes, the one chart shown above takes care of 144 items. The actual size of each chart is only 18 by 24 inches. The amount of space required to keep a man's entire inventory graphically before his eyes at all times could easily be spared from one corner of almost any office. And it is practically impossible for a bookkeeper to make an error in his count here if he is at all intelligent."—System.

cutting lumber prices in dull times is a risky sale but it injures the market and makes it hard to bring over to bring off the next sale, and it doesn't help the volume of consumption a particle.

Every jobbing planing mill should have the kiln equipment of its own, and use it to get the work from showing up, both through the mill, after it is put in place.



The Lumberman's Round Table



Still Plenty of Walnut

The great consumption of walnut at present for war purposes, coupled with the enlarged requirements of the furniture trade, where this material is now a prime favorite, forces the observer to wonder how all of the present needs are being supplied. A lot of people had the erroneous idea, a few years ago, that walnut was just about over the horizon, gone for good, and all that sort of thing. Even optimists, under present conditions, are started to thinking about the supply question when the big footage being used up every day is taken into account.

The writer was discussing this subject the other day with one of the best known walnut producers in the country, and he was satisfied that there would be no trouble on this score. He estimated the production of walnut last year at close to 60,000,000 feet, which was pretty nearly a record for recent years, and seemed to believe that this rate could be kept up for some time to come without serious difficulty.

The salvation of walnut appears to be in its scattered growth. If it were possible for a producer to go into a forest of walnut trees, and use up this stumpage until nothing remained, it would probably not take long to bring the supply to the vanishing point. But the trees are scattered; a great many of them are some distance from railroads, and transportation difficulties have prevented them from being marketed; in other instances sentiment and personal feeling have saved the trees from commercial uses. Consequently, even with a great deal of effort being expended to bring as many trees as possible into the market, there always remains a great many still to be cut down.

This is a good thing, of course, for while it makes the difficulties of the man who is buying walnut for gunstock or other important and necessary purposes greater than they would be otherwise, it also insures an adequate future supply of this splendid and in many ways unique wood. The war is cutting deeply into the supply of walnut, but conditions are such as to justify the hope that there will be enough left to take care of the normal needs of the trade for many years to come.

Encouraging Dimension Manufacture

Not long ago a well-known furniture manufacturer made the remark that he was having more trouble buying dimension lumber than ever before. He had always been "sold" on the idea, he said, and used material in this form whenever the opportunity offered. But the available supply of dimension lumber appeared to be below normal, for he had been able to get a comparatively small amount of it during the past six to twelve months.

The man who has indulged in the interesting business of manufacturing dimension lumber will have an explanation ready, and it is that furniture men and others who have found this system logical and profitable have never been willing to pay the dimension manufacturer enough to justify him in the production of the material. Hence a good many of them have gone out of the business, and are making lumber without regard to sizes, and letting the user do the cutting up and absorb the expense involved in this work and in waste.

Of course, war work in a good many instances has been a dimension operation. Cutting out gunstocks and airplane propellers and wagon stock and material of this kind is essentially dimension manufacturing; and by the same token some of those who have been most successful in handling this business are those who have studied the possibilities of the material from a dimension standpoint, and have secured orders in sufficient variety to enable them to work up as much as possible of the raw material, thus holding down waste, always an important item on a dimension job, to the lowest figures.

But, even taking the offerings of these manufacturers into account, the experience of furniture buyers such as the one referred to goes to show that dimension men have lost enthusiasm, and have

not found the business profitable enough to justify them in continuing to handle it. It is certainly true that the prices at which dimension lumber has usually been sold are far below what they should be, and have represented not merely a good buy for the consumer, but often prices which he could not hope to duplicate if he bought the lumber and cut it to size himself. Often, in fact, the price of dimension has been less than would have been paid for the lumber alone, without allowing anything for the expense of manufacture.

But it is not always correct to blame the buyer for low prices. It is closer to the truth to say that uneducated competition has been responsible for spoiling the situation. The user of dimension lumber can figure out what he can afford to pay for it, and it is something approximating the cost of lumber, delivered, plus handling and manufacturing expense, and making due allowance for waste. That a better proposition than necessary to get the business has frequently been made is the fault not of the buyer, but of the seller.

Those who regard dimension as a by-product are in the habit of selling it on that basis, instead of taking account of the intrinsic value of the material, and its value to the user, in view of what he would have to pay for it if he made it himself. A little more intelligent study of these factors would establish the proper selling price for dimension stock, and would also make it worth the while of lumbermen to develop that branch of the business.

Food Conservation at the Mills

The number of men who are fed at the big sawmill operations is large enough to justify interest in their co-operation in the important movement for food conservation; yet not long ago the head of a big hardwood company, which has a number of important mills in the South, was discouraged to find that little or no attention was being paid to the situation by his men.

"I told them what was being attempted in the direction of saving wheat, meat and fats," he said, in relating his experience, "and the usual reply I got was, 'Zat so?' Nobody seemed to know anything about it. I gave orders, however, that the meatless and wheatless days were to be observed, and I hope that this is now being generally done at our mills."

The South, of course, needed no instruction on the subject of the use of corn-bread, and nowhere else can one get the cakes, ponies and other forms in which cornmeal is prepared so deliciously. But at mills where no special effort is being made to help the good work, it is likely that wheat flour is not being conserved, and that the consumption of corn products could be increased.

Companies having their own commissaries are in an excellent position to co-operate with the Food Administration, and should do this with unrestrained zeal, because the further the war progresses, the more it is realized that reduction in the consumption of food products needed by the allies, as well as our own soldiers and sailors, is an essential feature of a victorious decision.

War Service Committees

When the history of the war is written, the work of the war service committees in the various industries will be given its meed of praise, which has been won by meritorious and unselfish effort for the good of the country. In the lumber, veneer and allied fields where such committees have been employed, the information and service provided by the committees has been of the utmost value.

Men in these industries have given months of time to departments at Washington, and have extended every effort to insure possession of all necessary information for the purchase of the right material, and under conditions favorable to the government. It is certainly true that as far as the lumber and veneer trades are concerned, the help provided by the committees has enabled mistakes to be avoided, and has cleared up the material situation in a very effective way.



Fighting Weeds In the Millyard



Lumber yards, mill yards, tramways, ditches, and other species important in lumber operations are often overgrown with grass and weeds which become nuisances. Such growth by collecting and holding dampness increases the rate of decay of all wood on or near the surface of the ground, and thus adds to the loss of cross-ties, skids, foundations, platforms, and also of lumber in the stacks. For that reason the question of the removal of the grass and weeds becomes one of no small importance and perplexity.

There is no easy way to prevent the growth of grass where conditions of soil, dampness and temperature are favorable. The slow process of pulling it out by hand or digging it out with hoes or cutting it with scythes and sickles gives only temporary relief, for a new crop speedily takes the place of the old.

The Bureau of Plant Industry at Washington, D. C., has been at work several years experimenting with poisons in destroying vegetation in places where it is not wanted, as on railroad rights-of-way, in tennis courts, paths, manufacturing premises and elsewhere.

MATERIALS RECOMMENDED

It appears that of the substances tried there are three better than any of the rest, namely, arsenite of soda, common salt, and some form of petroleum. The best one of these for each case will depend upon conditions. It seems to be more economical usually to make a number of comparatively light applications for the purpose primarily of killing the foliage rather than one heavy one to affect the roots as well as the tops.

In the case of most kinds of vegetation excepting the grasses, and especially for vegetation of a broad-leaved character, arsenite of soda is highly effective. The commercial grade may be obtained at about twenty-five cents per pound from some of the wholesale chemists. If large areas are to be treated, it can be made at home cheaply by boiling one pound of white arsenic and two pounds of sil soda in a gallon of water until a stock solution is formed. From ten to twenty pounds of the commercial arsenite of soda or from seven to fourteen pounds of the white arsenic in the home-mixed formula, either one diluted to make from fifty to 100 gallons of solution, is sufficient to kill most of the foliage on one acre.

Common salt may be applied dry, provided it is fine grained and is scattered very uniformly. Salt may be applied more uniformly, however, if it is made into a saturated solution, one pound to one and one-half quarts of water. The latter is usually the most satisfactory form. It should be used at the rate of from three to five tons per acre, depending upon the character and rankness of the vegetation.

Of the petroleum products, fuel oil is about the most satisfactory, although this is sometimes difficult to obtain, and then only in barrel or tank-car lots. Near the oil fields, crude oil as it comes from the well, can be obtained cheaply and is quite satisfactory. The petroleum products should be applied at the rate of from 300 to 400 gallons per acre. If small areas are to be treated, so that the matter of expense is of little consideration, kerosene may be used. The petroleum products seem to be the most effective of all when applied to narrow-leaved vegetation, such as grass; salt seems to be the next in effectiveness on such plants, and arsenic third.

A spraying outfit is best for applying liquid material, excepting the salt brine, with which a sprinkling can or sprinkler will do faster work. The petroleum products are very hard on the rubber parts of spraying outfits, but it is necessary to use a sprayer in that connection on account of economy of application; with very small areas where economy is not to be considered the oils can be applied through a sprinkling can.

REGIONS COMPARED

The nuisance of weeds and grass in lumber yards is much more common in southern states than in northern for the reason that the growing season is longer in the South, and the elements of decay have more time to work. It is well known that the bluing of lumber in mill yards is more common in the South than in the North, and that is in

The Value of Trimmings

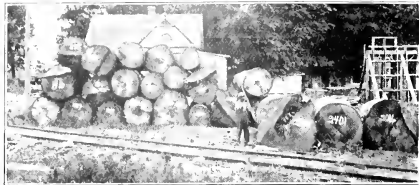
Trimming is a term which is used in all of the box and other grades of lumber. One of the most important uses of the trimmings of lumber is for the manufacture of quartered oak strips. The value of quartered oak is an important item with the regular lumber trade, and oak is the only species of oak which is so used. The price of quartered oak strips is not so high as that of strips that come off in the form of trimmings. Quartered oak strips are in the market in large quantities, and more than they were ten years ago. The practice of ditching a man will sell these strips for what he can get for them, and the price in the box has resulted in a poorer condition in the oak flooring trade. The price of plain oak lumber has gone up until the average oak flooring man asks nearly as much to make plain oak as he does quartered oak. The whole explanation is found in the comparatively low price asked and obtained for FAS quartered oak strips made as trimmings for ditches.

This is but one instance of many which might be cited of sacrificing trimming without getting the full market value for it. Perhaps it is the most conspicuous instance in the hardwood trade but there are many others. There are trimmings from tie timber including oak, beech and other hardwoods. On all sides there are trimmings from squares, car timber, ship and bridge timbers, also trimmings incidental to making agricultural squares, and it is seldom that these are appraised at their full value when the millman undertakes to make them. He has apparently developed the habit of figuring to make a profit out of the original orders they are working on, and of considering what they may obtain for trimmings as just that much extra, consequently they have never sought to find and obtain full value.

The right idea is to study the trimmings incident to making any line of hardwood product, then find out what they will fit in best, seek this market and strive to get the same measure of value out of the trimmings that is obtained for the regular specified stock being cut.

Consult Official Bulletin for War Information

Owing to the enormous increase of government war work, the governmental departments at Washington are being flooded with letters of inquiry on every conceivable subject concerning the war, and it has been found a physical impossibility for the clerks, though they number an army in themselves now, to give many of these letters proper attention and reply. There is published daily at Washington, under authority of and by direction of the President, a government newspaper—the Official U. S. Bulletin. This newspaper prints every day all of the more important rulings, decisions, regulations, proclamations, orders, etc., etc., as they are promulgated by the several departments and the many special committees and agencies now in operation at the National Capital. This official journal is posted daily in every postoffice in the United States, more than 50,000 in number and may also be found on file at all libraries, boards of trade and chambers of commerce. By consulting these files most questions will be found readily answered; there will be little necessity for letter writing; the unnecessary congestion of the mails will be appreciably relieved; there will be fewer correspondence sacks for the railroads to handle, and the mass of business that is piling up in the government departments will be eased considerably. Hundreds of clerks now answering correspondence will be enabled to give their time to essentially important war work, and a fundamentally patriotic service will have been performed by the public. At the same time the government employees themselves can materially lessen the congestion of mails by eliminating some of their own superfluous correspondence.



INDICATING THE QUALITY OF LOGS

Modern Hardwood Operations

J. V. Stinson of Huntingburg, Ind., is one of the leaders as well as pioneers in the hardwood industry. He has built a notable hardwood organization and is generally acclaimed one of the most capable, experienced and successful manufacturers of hardwood lumber.

Like so many prominent hardwood men he began his experience during the height of the hardwood development in Indiana. He started modestly but with sure foresight, and built the nucleus of his present large organization at the place where he is still located and where he still turns out many thousands of feet of high-grade Indiana hardwoods every day, most notably quarter-sawn white oak.

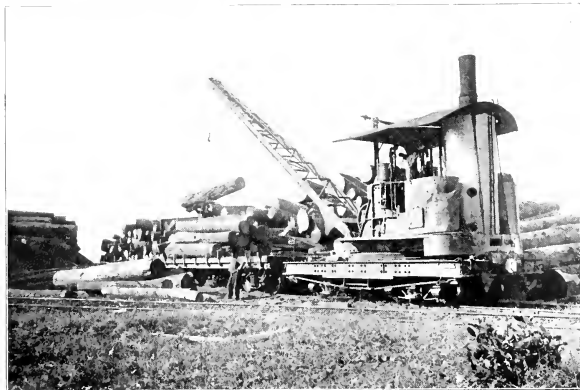
J. V. Stinson founded his business at Huntingburg in 1895. He was successful from the start and as his success increased he looked about him for opportunities for development. His first outside step was the founding of the J. V. Stinson Hardwood Company of Memphis. This organization was a separate unit in the Stinson interests, and with B. F. Katterhenry in charge since its beginning, has been very successful and more recently branched out on its own account, taking on a large sawmill operation at Helena, Ark.

Mr. Stinson has been wise in his selection of managers, and in fact did not have to look far in seeking capable assistance. He has two energetic, thoroughly capable sons, who long before their college careers started were familiar with the whole operation of manufacturing and marketing hardwood lumber. The younger son, F. A. Stinson, is now manager of the Huntingburg operation, and the older son, R. C. Stinson, is secretary and manager of the operation which is the subject of this story, namely, the Stinson Veneer & Lumber Company of Memphis, Tenn.

This operation was started in April, 1914, and is now recognized as one of the leaders from the standpoint of efficiency and quality of the product as well as of size and importance of operation. R. C. Stinson has been the directing head of this branch of the Stinson interests since it was started, and since he took up his residence in Memphis he has become most highly thought of by hardwood operators in that extensive hardwood territory. Not only is he well liked personally, but his thorough fitness for the job which he is successfully carrying on is uniformly recognized.

The Stinson Veneer & Lumber Company, as well as the J. V. Stinson Hardwood Company, draws its log supply from extensive timberlands located at Mellwood, Ark., and Eagle Nest, Miss., owned by the Stinson interests. This timber is of unusual quality, and as will be noticed from some of the illustrations the size of the trees is altogether unusual.

The principles along which J. V. Stinson operated and has been so successful in Indiana have met with equal success in the



UNLOADING LOGS ONTO THE PILES AT MEMPHIS



SIZE AND CLEARNESS OF LOGS HAS ALWAYS BEEN A POINT OF PRIDE WITH THIS COMPANY

Stimson Veneer & Lumber Co.

southern operations. Mr. Stimson, who has made a profitable product successfully operates to produce a high quality product made from really good timber, fast growing, and of a high grade, have retained for Mr. Stimson's Company a reputation on account which has automatically increased its value. The same ideals of quality are possible in the southern operations, where the timber is there as well as the opportunity of operations.

The Stimson Veneer & Lumber Co. has a total stock of about 50,000 feet, which is made up of a full line of hard woods southern hardwoods, largely oak, gum and pine. The operation covers some twenty five acres, including the yard, which carries a constant stock of about 4,000,000 feet, the output being all air-dried. In addition there is a dry lumber shed, which has a capacity of 2,000,000 feet of dry stock.

The plant is equipped with modern Allen-Chalmers band mill and Mershon resaw. The logs are handled on a Browning loco motive crane, which is supported by a steel log derrick for switching and handling logs. The logging equipment consists of modern steam machinery and motive and rolling stock which operates over twelve miles of train road.

J. V. Stimson is president of the Stimson Veneer & Lumber Company and also of the other units in the Stimson operations. The other officers in this particular company are B. F. Katterhenry, vice-president; R. C. Stimson, secretary, and Richard Peters, sales manager.

It might be well to give here a brief sketch of the methods which have brought to J. V. Stimson such success and affluence in the manufacture of hardwood lumber. A short time ago a small group of hardwood men happened during a general conversation to strike the subject of the wealth of the average hardwood man. One of them, a national figure, said that he, a short time before, had made the statement officially that with all Indiana's hardwood laurels, both past and present, and with the great number of prominent hardwood men starting there, he did not know one who could be classed as a millionaire. He then said that J. V. Stimson probably came closer to that enviable position than any other Hoosier.

Mr. Stimson, as stated, has made a product which through its worth has held its markets. But with the wane in Indiana's log output this would not have availed him much had he not been able to keep up his production of Indiana stock. Readers of HARDWOOD RECORD may recall that a couple of years ago there appeared in these pages an illustrated description of a yard containing some 6,000 logs of Indiana forked-leaf white oak. Mr. Stimson has been a successful and economical operator, but in addition to these influences the factors that have made for his position of affluence are his sagacity in providing an unceasing log supply of highest quality.



INDICATING THE QUALITY OF LOGS



A WORTH WHILE STOCK OF SOUTHERN HARDWOODS



THIS GIVES A GOOD INDICATION OF THE EXTENT OF THE STIMSON YARD



This beautiful Figured Gum Dresser speaks for itself. The firm that manufactured this article is a northern company whose product is well and favorably known, and much appreciated.

Furniture, Pianos, Phonographs, and Interior Woodwork in Figured Red Gum (finished natural) command attention thru the innate beauty of the wood.

The irregular, mottled and fanciful figure never tires the eyes. Soft, subdued tones render it permanently pleasing, always fresh and interesting.

YOUR initial satisfaction with Figured Red Gum depends mainly upon the service and information supplied by your connection. N. B. service goes with our product—we study and meet your individual needs.

This policy is possible because of large stocks, specially selected and highly figured logs, perfectly manufactured veneer, all carefully and fairly sampled—these are some of the benefits derived from trading with us.

Save Freight on Local Shipments

Buy your Figured Red Gum

Sawed and Sliced Oak Veneers

Sawed and Sliced Ash and Poplar Piano Rims

in cars with Band Sawed Hardwood Lumber (Stenciled N. B.)

Manufactured from selected choice logs.

Those who use our products will tell you N. B. means “None Better.” Write for prices or information. Inquiries promptly and courteously answered. Your patronage and correspondence solicited.

NICKEY BROTHERS

INCORPORATED

MEMPHIS

TENNESSEE

Furniture Federation Reorganized

Wartime Session Brings Good Results Great Interest in War Orders

THE FEDERATION of Furniture Manufacturers met in annual session at the Congress Hotel, Chicago, on Thursday and Friday, April 17 and 18. As is customary, the delegates came together first in the annual banquet, which was held in the Gold Room, Wednesday evening.

The banquet session was a lively as well as an instructive one. Benjamin J. Bosse of Evansville was called upon by President J. H. Conery to act as toastmaster. The speakers of the evening were David R. Forgan, president of the National City Bank of Chicago, who talked on war finance, and P. B. Shraivesande of Grand Rapids, chairman of the war service bureau.

Toastmaster Bosse introduced the speakers with an able and pointed talk. He expressed his long-time confidence in organized effort and left no room for doubt as to his sincere support of and belief in organization work. He maintained emphatically that no man can afford to be on the outside of his trade organization.

Mr. Forgan presented what he described as a dry subject in anything but a dry manner. His analysis and explanation of war finance, which hinges altogether on the modern credit system, were given with great simplicity and at the same time with touches of Scotch humor, which made the delivery exceedingly entertaining. His purpose was to leave in the minds of his auditors conception of methods used in carrying on the vast financing schemes of the war, and he did this by drawing simple little word illustrations that clearly set forth his points. In speaking of the effect of the war on industries Mr. Forgan said that it is the duty of bankers to lend money to help industry. He stated he has little sympathy with opposition to financial extensions of this kind and stated that it is necessary that we have good business; otherwise there can be no revenue from taxation or through other sources of government financing.

Mr. Shraivesande's talk was given over to a brief resume of what he has encountered at Washington, but mainly dealt with prospective orders for wagon parts which are now being apportioned among furniture manufacturers.

Robert Irwin, chairman of the nominating committee, was given the floor then to convey to the members an idea of prospective reorganization to come up in the next day's session. The purpose was to explain a platform

on which the candidate supported by the nominating committee had agreed to run.

The candidate, E. W. Schultz of Sheboygan, Wis., on being approached regarding his acceptance of the presidency, had stipulated that he would run on condition that the fund needed to carry on advanced association work be guaranteed by not less than twelve men and that at least twenty-five men agree to devote not less than one week each during the coming year in the interest of the organization. Mr. Schultz then read the platform on which he agreed to run for office, this being summarized later.

It was an easy matter to line up support for the Federation expense and also to secure the agreement of twenty-five men to give the necessary time for the association work.

The banquet session then convened.

Thursday's Session

With President Conery in the chair, the meeting reconvened on Thursday morning, the first business being the report of the secretary, C. S. Bather, which document was duly accepted. President Conery in emphasizing the effectiveness of association work referred to the favorable outcome of efforts to maintain furniture factories on at least partial time during the fuel shutdown order last winter.

C. S. Bather is also traffic manager of the Federation and delivered a detailed report on traffic subjects.

He stated that the official classification committee proposed an increase on practically all ratings for service east of the Mississippi and north of the Ohio and Potomac rivers, the increase to run from twenty-five to seventy-five per cent. To combat this proposal Mr. Bather said that a careful investigation and concentrated effort will be necessary.

There followed a discussion of traffic matters and freight congestion, it being maintained that a good deal of the difficulty arises from the fact that main line roads issue embargoes on connecting lines, but omit to issue total embargoes covering their own lines as well. The question of relief of shipments through use of southern shipping ports was also discussed.

NEW GOVERNING BODY PROVIDED

The Constitutional Amendment Committee with Robert W. Irwin chairman, proposed a change in Article Six



E. W. SCHULTZ, SHEBOYGAN, WIS.,
PRESIDENT

of the constitution providing for the management of the Federation, which is to read as follows:

"The business management and control shall be vested in the board of governors to consist of the president and executive committee of member associations. The vice-president and retiring president of the Federation shall be ex-officio members of the board."

The change was carried, with the result that there will be a possibility of much closer work in the future.

SCHULTZ ELECTED PRESIDENT

Following the report of the committee on credits and collections, the nominating committee offered the names of E. W. Schultz and Martin E. Preegge, respectively for president and vice-president. The choice of the nominating committee was in both cases duly supported by the membership, which elected Mr. Schultz and Mr. Preegge to office.

The platform on which Mr. Schultz ran was based on an appreciation of the value which organized and intelligently conducted effort has in industrial work. It maintains that the Federation as it was organized was not closely enough related to its component parts to make possible the largest use of the separate organizations. It proposes that the Federation be planned with a view to considering the separate and distinct problems of each group of manufacturers, and at the same time of making the major problems of the industry a point of concentration. It eliminates duplication of effort and expense and promotes efficiency in the organization work.

The new plan will bring together all the present asso-

ciation secretaries in one central office to be presided over by a general secretary who will be under the board of governors.

Each association secretary will then be assigned to the division of work to which he is best suited. The secretaries at present are all rather specialists along certain lines, Mr. Bather being a transportation man, Mr. Wulpi a credit and collection expert, Mr. Maltby an accountant, and Mr. Brown a production man. Thus the concentrated effort of these secretaries along specified lines will be at the disposal of all of the affiliated associations rather than of any one association. Also funds will be conserved and overlapping expenditures eliminated.

The success of the plan, for it surely will work out successfully, will come from the fact that men follow their strongest inclinations and as the new plan will give them this opportunity naturally the most efficient effort will result and be a direct benefit to everybody concerned. The platform maintains that it would be impossible for each of the affiliated associations to employ enough men to give each all of the service that might result from the talent employed by the associations collectively, but this collective effort would be brought out through the plan proposed.

Mr. Schultz's platform was supported automatically with his election, following which he made a short but effective speech in which he asked for co-operation from all directions.

There followed a general discussion on a variety of subjects, after which the morning session adjourned.



FEDERATION OF FURNITURE MANUFACTURERS' BANQUET, CONGRESS HOTEL, CHICAGO, APRIL 17

HUDDLESTON-MARSH MAHOGANY COMPANY

Importers and Manufacturers of
MAHOGANY
Lumber and Veneer

2256 LUMBER STREET
 Chicago, Illinois

33 WEST 42nd STREET
 New York City, N.Y.

Afternoon Session

This meeting was taken up mainly by a discussion of the apportioning and carrying out of government orders for wagon parts. Mr. Shraivesande, chairman of the war service committee being in charge of this part of the program. Mr. Shraivesande commended those firms which had gone ahead and accepted orders in the face of uncertainty as to outcome, of manufacturing methods, and also of prices they would receive for their product. These prices have not as yet been announced and the figures will be left blank for the time being.

There is every assurance, though, according to Mr. Shraivesande, that they are fair and will fit with the furniture manufacturing methods. He urged that the furniture manufacturers have the courage to accept orders on this blank price basis, stating that their success in working the orders out on that basis would be assured. He pleaded with patriotism as his argument that manufacturers go ahead regardless of the price, which, according to his statement, are figured by furniture men from the furniture manufacturers' standpoint.

Referring to kiln drying of wagon stock, he made a definite statement that practically all dry stock is used up and that all manufacturers, including those making the finished wagons, are in the same boat in this regard. There is a difference of opinion, according to the speaker, as to the proper drying methods and no set rules can be named, as the man behind the dry kiln is a most

important factor to successful drying.

In buying wood stock and lumber Mr. Shraivesande urged first that members clean up local offerings and then do what they can to purchase through their own efforts and as a last resort refer their needs to the wood stock committee.

He stated, though, that the work **can be done** because it is **now being done successfully**.

The speaker branched out a bit here referring to orders in prospect for the furniture manufacturers for other articles such as boxes, handles, portable houses, cots, chairs, cap boxes, etc. He said that under new plan at Washington, the War Industrial Board has a commodities section through which purchases of certain articles are all centralized. For instance, orders come in from a dozen different departments for the same material and instead of each department placing its order individually as heretofore, these orders are cleared through the commodities section. Thus a more intelligent handling and quicker action, better prices and more advantageous conditions are obtained all the way through.

Referring further to kilns, Mr. Shraivesande said the government allows ten dollars to each manufacturer for dry kilns each for \$185 of wagon contract, but the limit is \$10,000 in any one kiln. He said further that the government will advance thirty per cent of the contract value when the order is placed, but that this credit can be obtained only after local credit is used up.

THERE'S A REASON—

The Quartered Oak Specialists whose reputation and financial worth is your guarantee of satisfaction in quality and service

"He profits most who serves best"

THE Evansville Veneer Co.
 MANUFACTURERS OF
VENEERS
 EVANSVILLE INDIANA

Made in St. Louis by
St. Louis Basket & Box Co.

WE MANUFACTURE
 a complete line of
 Built-up Stock in most
 any size or thickness,
 including Walnut, Mahogany, Quartered and Plain Oak, Ash, Gum, Plain or Figured Birch, Yellow Pine, Sycamore, Cottonwood, etc.

ESTABLISHED 1880

WRITE for COMPLETE PRICE LIST

A. B. THIELENS ADDRESSES THE MEETING

Mr. Shraivesunde then introduced A. B. Thielens, chairman of the vehicle and wood stock committee. Mr. Thielens said that ninety-one contractors, not including furniture manufacturers, are now working on army wagons and parts and that 103 members of the furniture industry are engaged in this work besides. Many problems confront the man taking on this work and they will require a very great amount of study and careful attention. According to Mr. Thielens, the wagon manufacturers are now maintaining a production of sixty to eighty per cent of normal output of farm wagons.

On the question of seasoning of stocks Mr. Thielens said that in the production of the completed vehicle, an investment of about eight months is required, but in manufacturing spare parts this should be reduced by about sixty days. He said that wagonmakers formerly used all air-dried material, stuff that had been air dried for two or three years. Lately, however, for the purpose of reducing investment, dry kiln operation has been carefully looked into. He maintains that there is no secret about the successful drying of green hickory or oak, although hickory is more easily handled than oak, and stated that the normal calculation provides for one month of drying for each inch of thickness. He maintained that the human factor in kiln drying is most important. He said that more lumber or wood stock is now being used in army wagons than during the same period of farm wagon production.

Reviewing the work so far carried on in wagon production, Mr. Thielens said that during the first six months of war work, dimension lumber coming from small mills was used in the main. It then became necessary to look to the bigger producers, who, however, are not ready as yet to produce dimension stock. He expressed the hope, however, that they will eventually get to this subject, but in the meantime manufacturers of wagons and parts will have to buy plank.

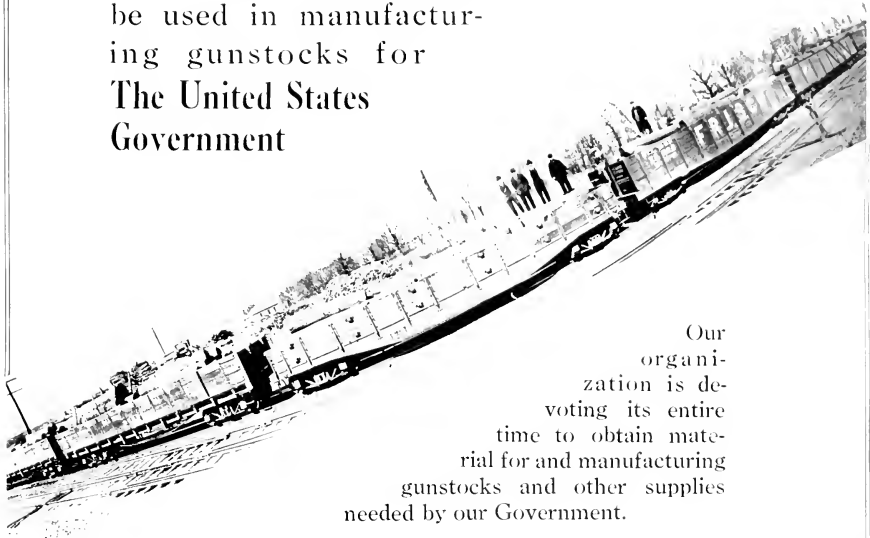
According to Mr. Thielens, the furniture people in their spare part production will require the following amounts of lumber inclusive of twenty-five per cent footage for waste:

4 4.....	1,400,000 feet
5 4.....	1,250,000 feet
8 4.....	850,000 feet
10 4.....	765,000 feet
12 4.....	15,500,000 feet
16 4.....	4,035,000 feet
Total.....	23,800,000 feet

In speaking of efforts to speed up production of war products and to bring the lumber producers in closer harmony with wagon manufacturers to this end, Mr. Thielens said:

"Now, the first step in that plan has been taken by a request to the Price Fixing Board in Washington to determine whether or not these prices (he refers to prices recommended by the wood stock committee) on green

Train of Walnut logs arriving
at our plant, which are to
be used in manufactur-
ing gunstocks for
**The United States
Government**



Our
organiza-
tion is de-
voting its entire
time to obtain mate-
rial for and manufacturing
gunstocks and other supplies
needed by our Government.

You can assist in this patriotic work by
advising us of the location and owner of any
Walnut timber, and we will do our part.

PICKREL WALNUT CO., St. Louis, Mo.

oak plank, with which you are familiar, are fair to the producers or not."

Mr. Thielens stated that he does not know the price figured for spare parts, but said that the price figured for thick oak to be used, based on twenty-four months' dry, was \$110 for three-inch and \$120 for four-inch. He said that the price to be paid for the spare parts is based on the average cost of five firms actually turning them out. He said further that wagon manufacturers are not working on spare part production.

He then referred to possible variations of specifications as to the kind of wood permitted, referring particularly to recommendations resulting through efforts of the Madison laboratory and the wagon manufacturers. The recommendations suggested the addition of several permissible woods in certain parts, although poles and reaches will remain of oak. The recommendations take in more northern woods than heretofore considered suitable.

Regarding the questions that might come from furniture manufacturers as to air drying and production, he suggested that the members compile a combined questionnaire to be referred to the wood stock committee.

There followed a number of direct interrogations which brought out:

That the lumber must be dried to seven to ten per cent moisture content;

Parts must be interchangeable;

That inspection after painting rather than in the white is recommended.

Questions on inspection were brought out, both as to

inspection of lumber for grade and inspection of the finished article for acceptance or rejection by the government. It was stated that birch for wagon seats is not yet specified.

Mr. Thielens said that all questions of inspection for buying of plank are to be regulated on the basis of inspection rules promulgated and maintained by the lumbermen.

Mr. Thielens said further that there is no distinction between red and white oak, nor between northern and southern oak.

R. K. Irwin then reviewed the work of the war service committee, composed of Mr. Schravensande of Grand Rapids, Mr. Shearman of Jamestown, N. Y., and Mr. Tomlinson of High Point, N. C. He stated that in his opinion the assessment of one-quarter of one per cent of business secured would provide amply for future expenses, but urged further that in case it were necessary to go beyond this point, the members should consider this as an extremely low selling cost for the product of the furniture factory.

Mr. Schultz advocated a more efficient handling of the meetings of the affiliated associations and the Federation, saying that the Federation meeting should come prior to the meetings of the affiliated bodies, so that points of interest brought up may be considered at the Federation meeting and thus uniform action could be had at the affiliated meetings.

After talks on other subjects of interest the meeting adjourned.

Trouble in Airplane Veneer Production

Radical Changes Must Be Made If Program Is to Succeed



IT IS APPARENT to everybody that there is something wrong with the production of veneers for airplane construction. So far as can be learned veneer is indispensable for this purpose, and yet if the present chaos is maintained the outcome is certain disaster. Veneer and panel manufacturers were never better organized than they are now and organization is essential to quantity output. But they have gone further than the national association and have appointed a War Service Bureau of national reputation, which could easily regulate the entire veneer and panel production of the country and reduce to the vanishing point such effort as might not fit with the government's needs. This committee has been on its toes ready for action ever since it was organized several months ago. It has not sat still and waited for orders, but has put itself in the path of hard work and tried strenuously to have its services utilized.

That there is still difficulty in getting airplane veneer points to but one thing, namely, that the trouble lies at the source; that if the veneer and panel committee's advice is not taken by officials as sincere and is not followed there cannot be sufficient veneer production to meet the needs, even of a modified air program.

The following correspondence is published, in the order of origin, not because it reveals anything startlingly new, but because it gives a good idea of the true situation. It is published because only with pressure can wrong conditions be righted and in the hope that it may result in sufficient pressure from enough sources to do some good. It can be also emphasized that everybody concerned in the correspondence has as his motive only the most earnest desire to GET SOMETHING DONE.

From J. A. Graf, S. I. A. & A. E. SSL.

1315 West Twenty-first Place.

To E. W. Meeker, Managing Editor, Hardwood Record, Chicago, Ill.

Subject: Aeroplane Veneers.

Inclosed please find article, "Aeroplane Veneers," for your next issue of Hardwood Record. Hope we get results. Kindly mail me a copy of the issue you publish this in; also a copy of your issue of March 10. Assuring you that same will be very much appreciated, I am,

J. A. GRAF.

The articles follows:

Since the veneer industry has added the aeroplane to its consumption, the birch veneer manufacturers have been very independent. They will try to sell you log run for dimension face stock and if you don't like it just leave it, for they have another sucker who just wised that he would take it at any price.

Now, a good way to bring them to time would be to substitute gum veneer everywhere that birch is now being used. This would give our southern mills the business that they should have, for gum will stand the test every bit as good as birch from same ribs to engine beds.

The fact that our big mills in the South are not doing the rushing business that they should, due to the depression in the turbine trade, they could help speed up airplane production if the use of gum was permitted.

One of the worst delays in airplane construction today is due to the veneer mills not getting out veneers fast enough.

Hoping that this article will have its desired effect without any extra red tape and that our southern friends will soon get into the game, for we need the airplanes NOW.

Hardwood Record replied as follows:

Mr. J. A. Grad, etc.

We have your letter, April 20, enclosing article entitled "Aero-plane Veneers."

We do not agree with your article in any of the points made. In the first place, we do not believe that the birch people are in any stronger position so far as the records are concerned, than are the gum people.

In the second place, we do not believe the birch people are not willing to cooperate in every way possible in forwarding the interest of war work.

In the next place we do not believe that one of the worst delays in airplane work is due to the veneer mills not getting out stock fast enough. To the contrary, the veneer mills stand ready to do the bidding of the authorities on airplane construction when the authorities let it be known what their requirements are. The veneer men have a very strong committee made up of northern and southern men, who are doing everything they possibly can to bring the authorities more closely in touch with the veneer situa-

tion. In fact, we believe that the birch people are in a stronger position than the gum people, and that the birch people are doing everything they possibly can to bring the authorities more closely in touch with the veneer situation.

Delays in airplane construction are due to many causes, and we believe that the birch people are doing everything they possibly can to bring the authorities more closely in touch with the veneer situation. We do not believe that the birch people are in any stronger position so far as the records are concerned, than are the gum people.

We would be glad to have you supply your facts and figures on this subject.

Very respectfully,
J. A. Grad

HARDWOOD RECORD

The above correspondence was submitted to the chairman of the War Service Committee of the veneer and panel interests, who replied as follows:
Hardwood Record,

Attention Mr. F. W. Meeker

In reply to your letter of the 16th, I return the letter from J. A. Grad of the Signal Corps, copy of the article which he asked you to publish and copy of your reply of April 16.

In regard to the birch situation, we believe the birch mills are flooded with business and really have more orders than they can take care of, and do not believe that they are assuming an undue independent position, but their capacity is limited on account of the supply of birch logs suitable for aircraft work. Naturally, any one selling birch or any other wood wishes to sell the veneer so as to use up as much of the log as possible, and it is entirely up to the purchaser to make his specifications so that he does not buy too much poor stock and it is also up to the purchaser not to accept poor stock if he buys good stock. A large amount of the birch sold in the general market by jobbers and dealers is log run stock and possibly some buyer has bought this stock, expecting to receive face stock and the seller may not be to blame.

Another point which possibly the Signal Corps do not appreciate is that there is a tremendous amount of veneer in birch and other wood that is purchased and contracted for for foreign account and this means that a very large amount of stock is being shipped out of the country, and a great deal of it is being used for aircraft construction in England, France and Italy, which, of course, is all for the general cause.

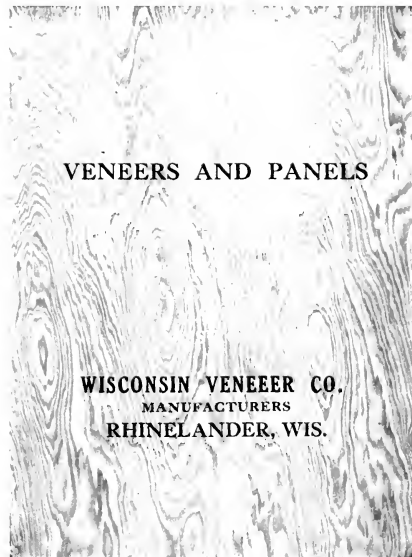
It is our belief that the manufacturers of veneer in this country are absolutely patriotic and will do everything in their power to assist in furnishing stock required for this country's needs, but the Signal Corps has not seen fit to advise the veneer mills or this committee what its requirements are or what they are even apt to be, and, of course, without any definite information it is impossible for the veneer mills or this committee to be of much assistance to them.

In regard to using other woods in place of birch, we understand that the Forest Products Laboratory is making extensive tests and we have recommended strongly that in testing other woods that they pay particular attention to woods where there is a sufficiently available supply, instead of testing woods where the supply is limited.

In regard to gum, there has been quite a large amount exported for aircraft work, and it is certainly used in a number of parts of aircraft, and we believe that when the users understand how to handle gum and buy gum that is properly manufactured, its use will grow the same as it has in the commercial uses of this country.

If the proper authority, whoever that might be, would advise this committee of the requirements in this country for veneer, this committee could undoubtedly be of considerable help to them and it is very anxious to assist in any way it can, and we are absolutely confident that the mills will back it up if the War Department officials will only accept their assistance.

The Signal Corps is aware of the existence of this committee.



VENEERS AND PANELS

WISCONSIN VENEER CO.
MANUFACTURERS
RHINELANDER, WIS.

and its purposes, and offers of assistance have been made to the Signal Corps many times. Members of this committee warned them that there would be a shortage in many specified woods if they would not issue information in advance that would permit the mills to prepare for the great demand. Our warnings were more or less derided on the grounds that we were overestimating the demand.

BENJAMIN W. LORD,

Chairman War Service Committee, Veneer and Panel Industry.

Answering our reply to his original letter, Mr. Graf replies as follows:

My article was not written for an argument. I only wanted your co-operation to help speed up the production from the veneer end, and I agree with you that they are doing their utmost, but their hands are tied. This committee should be given power on specifications. Enclosed is a letter from the veneer committee, which is self-explanatory.

My article was based on actual facts. Mr. Hunt of the Forest Products Laboratory, who is authority on strength of different woods in aeroplane construction, stated to me that gum would answer the same purpose as birch, but must be approved by the men higher up.

If you know of any birch manufacturers that are in position to make immediate shipments, please mail them to me at once, for I am in touch with several plants doing aeroplane work where their production was almost at a standstill, due to their not being able to get veneer.

You will have to admit that if we could use gum, we would soon speed up production.

Hoping that you will take this in the right spirit and publish my article or give us at least something to help the veneer end now that you have our views. Your assistance will be very much appreciated, for by the tone of your letter you are a real fighter, and that is what it takes.

J. A. GRAF.

The following is the letter Mr. Graf refers to in the first paragraph above:

Isn't there some way that the veneer people can get at the maker of specifications for the aeroplane work and have the specifications made to suit the trees that are in the woods?

There isn't time to grow special trees to make stock. Germany has gotten the cream of the poplar out of the south for ten years before the war started. They paid about \$15 to \$20 per M above the market price for large clear logs. So our timber in the South has been robbed of logs that will make the kind of veneer that those aeroplane specifications are calling for.

Now, if they were making a special piece of furniture that they expected to put in the king's parlor, it is all right to call for the quality they are calling for, but if they want stock in a hurry, they will have to make their specifications to suit the material that is obtainable. A defect where the strength of the piece is not impaired should be accepted because America's men are losing their lives every day just because somebody is seeing how strenuous a specification he can write.

Knowing the conditions of the timber as I do and seeing the specifications for veneer that are being sent out, I am constrained to believe that the "specifier" is utterly ignorant in regard to the way trees grow or he is working for the Kaiser.

Now, I know that it is a duty of all practical men to get these conditions before somebody who has power to change them, and if you can tell me to whom I can write, I shall be only too glad to go into detail and explain why we can't get the veneer they are calling for in any dependable quantity.

This letter was received under the date of April 10 from the secretary of the Southeastern Veneer Association.

(Signed) War Service Committee, Veneer & Panel Industry.

To Make Gunstocks of Lumber

A gunstock of built-up veneer or thin lumber is one of the latest suggestions. It was not long ago that such a thing would not have been thought of, much less considered seriously, but innovations are coming in very rapidly, and a laminated gunstock will probably be in use in a short time. The success of the built-up airplane propeller gave the suggestion. The propeller must meet tests and stand conditions just as severe as those which the gunstock has to stand. The propeller has proved a success. The built-up blade is better than that made of solid wood. It was at first feared that the glue joint that held the different pieces of wood together would not prove strong enough, but that fear was baseless.

The advantage of a laminated gunstock over one of solid wood lies in economy. Smaller pieces of wood can be used and the supply will last longer. Black walnut is preferred, and this wood is limited in supply. Thus far, enough has been forthcoming to meet demand; and enough can still be found for some time; but why use only a portion of it, in cutting solid blanks, and reject the rest, when it is possible to use nearly all and to cut down the waste accordingly? The ordnance department of the army is reported to be giving the laminated gunstock serious consideration. Apparently the article can be used. If so, it will open a market for lumber too thin for one-piece stock. The thin pieces can be glued into squares and from these squares the gunstock can be turned on the lathe. No particular limit seems to exist in the thinness of the lumber that can be used. It might be thin lumber or it might be sheets of veneer.

The government is now receiving 11,000 rifles a day. The solid blanks from which the stocks are turned are 2½ inches thick and six inches wide. The laminated blank will probably be the same in size, whether consisting of thin lumber or sheets of veneer. It is scarcely probable that stuff of suitable size and quality for one-piece blanks would be cut up and made into laminated stocks; but rather that too small for a complete stock would be glued up into blanks.

Veneer Cutting Regulated by Law

The government request, which under circumstances has the force of law, that no more mahogany and walnut suitable for war work be cut into veneer so long as these woods are needed for airplanes, is bound to have an effect upon production. The manufacturers of furniture and finish will be the first to miss these choice woods to which they have been accustomed. Although some inconvenience will result from a compliance with the order, no calamity will attend the withdrawal of these two woods from furniture and finish factories. There are plenty of other woods that may be used in place of walnut and mahogany. It will simply mean that the buyer who has a predilection for these woods must make up his mind to take something else. That will be no hardship. Oak, gum, maple, birch, cherry, teak, rosewood, ebony, and a score of other domestic and foreign woods can still be had at prices within reach of former buyers of walnut and mahogany. The withdrawal of these woods for awhile will give them an extra value when they again come into use. They will be somewhat scarcer then, but there is no danger that they will all be used up in making airplanes.

Will Not Restrict Canadian Imports

There is a strong semi-official prediction of recent date that imports into Canada will not be restricted. American furniture and cabinet makers have considered with alarm announcements of restrictions to be imposed. They can now consider the matter disposed of satisfactorily.

Many a man has perhaps been peeved because he had to do cross banding under the face veneer to make a good job, but that is not how the term cross banding got its name.



WHAT'S THE USE OF "COMPENSATION" IF YA CAN'T GET HURT

The Way of the Woodworker Is Hard

Woodworking machinery has until recently been considered in a class by itself when it came to the question of neatness and disputation in repairing a care-less workman for the hospital.

It had a reputation for cold-blooded ferocity which seemed to denote the possession of a sort of Germanic kultur, and whenever a stranger applied for a job the boss looked him over appraisingly and if several fingers or a thumb were missing it was considered unnecessary to search for sawdust in his ears or shivers in his hands to determine that he had been more or less familiar with woodworking machinery.

In those days the employe had much more personal liberty in the operation of his machine than he does now. If he wanted to get gay with the saws and cutters and gouge off a thumb or remove the first joint from his middle finger before lunch, that was his own personal affair. It was his own thumb, one he had raised from infancy and no one could possibly have a more personal interest in it than himself, and there really was nothing to hinder its rapid removal in the machinery by the display of a little carelessness, a slippery floor or a playful push by one of the boys.

The gears of the planer were uncovered and admirably adapted for mashing finger bones and knuckles, also for grinding overalls into pulp—with portions of their owner inside, and the saws and jointer knives whirled in guardless abandon, ready for any surgical work from straightening the rough, knotty edge of a hemlock board to neatly removing the elbow joint from the hitherto-unscarred form of the innocent apprentice boy.

There was no red tape to unwind in those days when an accident occurred. The boss or manager came out and told the victim how sorry he was to hear he had been so careless, and advised him to see a doctor, then got back to work as soon as possible, for they were somewhat short-handed. Then one of the laborers was instructed to sprinkle some sawdust over the gore and clean up things around the machine—and the affair was ended, for everyone but the fellow who had lost his thumb.

The fun was just beginning for him.

He was the one who was wholly and entirely to blame. Of course the action of cutting off the thumb was premeditated; he deliberately held it against the saw until the flesh and bone was severed, and he did it just for pure cussedness and with the idea of inconveniencing the boss as much as possible.

Sometimes, acting on the advice of some one who wanted to keep the pot of trouble boiling, he sued the company for damages, a shyster lawyer agreeing to conduct the case for half the plunder, and if they won out in the first court it was continued in the one next higher, which reversed the verdict because in the twenty-third line of the stenographer's notes a misplaced comma made it difficult to determine whether the ball on his neck was directly on his Adam's apple or under his left ear.

If the last court to which the case could be carried happened to find for the plaintiff, then the lawyer pocketed half the proceeds as per agreement, and sent in a bill for two thirds of the remainder for postage, carfare and writing paper.

The victim had lost his job, also his thumb, but he had gained a whole lot of valuable experience which could have been secured in no

other way. He had learned that the boss was not to be trifled with, that the doctor was not to be trifled with, that the lawyer was not to be trifled with, and that the courts were not to be trifled with. He had also learned that the saw was not to be trifled with, and that the machine was not to be trifled with. He had learned that the boss was not to be trifled with, that the doctor was not to be trifled with, that the lawyer was not to be trifled with, and that the courts were not to be trifled with. He had also learned that the saw was not to be trifled with, and that the machine was not to be trifled with.

There are no large stocks of thick plain oak in the southern hardwood producing territory for the reason that such stock has not been manufactured on a large scale during the past several months. Inquiry develops the fact that most of the manufacturers in Memphis and the valley region are producing thick oak only as they have orders for it, and that they are not accumulating even sizable quantities thereof. Vehicle interests are trying, after having failed in their other questionable tactics, as recently disclosed in the Humming Bird, to create the impression by letters and other propaganda that there are large quantities of thick oak on the market and that prices are working lower under the overproduction thus claimed. Hardwood lumbermen in the producing part of the country appreciate the object of this propaganda and it may be stated that they are not affected in the least by it for the reason that they know that it is founded on false premises.

Those familiar with southern hardwood producing conditions, handicapped as they have been by labor shortage and transportation difficulties, know that production during the past few months has been far below normal. Southern hardwood interests have been operating only intermittently at best since last October and stocks, as a general rule, are far below normal. Demand for thick oak has made itself felt in a large way only during the past two or three months and during that time it would have been impossible, even if manufacturers of lumber had so desired, to have accumulated enough of such stock to bring about comfortable holdings much less actual overproduction.

No Big Stocks of Thick Plain Oak

These familiar with southern hardwood producing conditions, handicapped as they have been by labor shortage and transportation difficulties, know that production during the past few months has been far below normal. Southern hardwood interests have been operating only intermittently at best since last October and stocks, as a general rule, are far below normal. Demand for thick oak has made itself felt in a large way only during the past two or three months and during that time it would have been impossible, even if manufacturers of lumber had so desired, to have accumulated enough of such stock to bring about comfortable holdings much less actual overproduction.

A Friend in Need

A forest ranger, James C. Friend, whose beat lies north of Yellowstone park, returned to his cabin recently where he lived alone, and found it wrecked as if an advocate of German kultur had paid it a visit. His dishes, provisions, and clothing were ruined, and even his stove was upset. The havoc was the work of bears that had gained an entrance through the window. He had scarcely made his cabin habitable before the bears came back for another visit, but before they had time to suspect danger, the ranger began a barrage fire with his Winchester and three of the bears went down to rise no more. Friend kept up the fight, and before he entertained proposals of peace he had killed ten large bears and captured two cubs. This is a pretty tall bear story, and the bones of Daniel Boone may turn in their grave for envy, but the truth of the story is vouched for by American Forestry.



Texas Lumber Association Meets



The Lumbermen's Association of Texas met at Dallas April 9 in its thirty-second annual convention and mingled patriotism and business in a two-day session. Among the addresses delivered on the subject of the war, none evoked more applause and kindled more enthusiasm than that of R. E. L. Knight of Dallas, member of the State Council of Defense. The particular point which he insisted on was that lumber has an important place to fill in our war efficiency, and that though the heaviest artillery and the largest ricks of ammunition will be the deciding factors in achieving victory, yet lumber will play a part not a whit inferior to these.

President T. W. Griffith of Dallas presided, and the proceedings were pushed so rapidly that a very full program was carried out in most of the minor details as well as in the essentials. The keynote of the meeting was co-operation and the extension of membership.

The report of the treasurer, R. M. Farrar, was read by Secretary Dionne, since Mr. Farrar found it impossible to be present. Mr. Dionne then presented his own report of the past year's activities in and out of the association. He pointed out an encouraging sign of development among Texas retail lumber dealers, emphasizing that point by saying:

I am glad to say that the transition from the wagon yard to the building store and from the yard operator to the building merchant is coming about very rapidly. There is yet much to be done and much ground still to be covered before the retail lumber industry arrives at a point where it will give the public that class of service which both the public and the building business deserve. * * * But with each step that the lumber dealer advances toward the position of building merchant or building specialist there comes a call for a change in his surroundings; and when the day comes when the lumberman is entirely fulfilling his destiny, advertising, promoting, selling completed buildings, improving improvements and building additions, then he will find it necessary to conduct his affairs behind plate-glass windows on a busy business street, in an attractive and commodious place of business, just as any other merchant does.

The secretary advocated the holding of a semi-annual meeting in the fall. The business of the association has grown to such proportions that it has become extremely inconvenient to clear the slate at a single annual meeting. He urged the holding of district meetings from time to time in the interest of various sections.

President Appoints Committees

The president then appointed the following committees:

Resolutions—N. C. Hoyt, Houston; C. H. Flato, Jr., Kingsville, and Lee D. Dewey, Waco.

Memorial—Albert Steves, Jr., San Antonio; E. P. Hunter, Waco, and W. H. O'Neill, Dallas.

Nominations—W. S. Howell, Bryan; R. P. Jeter, Cameron, and J. M. Rockwell, Houston.

The afternoon of the first day's session was largely taken up with the discussion of trade acceptances. The matter was opened by an address by J. P. McCarthy of Houston, and before the subject was closed, a large number of those present had taken part in the discussion. The principle of trade acceptances was indorsed in a resolution.

On Tuesday evening the association was entertained at a smoker at Tunnar Hall, president Griffith acting as toastmaster.

Homebuilding and other matters connected with good citizenship came up for discussion on the second day of the meeting, the principal speaker being K. V. Haymaker of Detroit, Mich. The debate passed on to the subject of building associations and the success which had attended the activities of these organizations in various towns.

The memorial committee reported resolutions memorializing the lumbermen who have died during the last year: R. H. Kemp, Roswell, N. M.; C. L. Williams, Shiner, Tex.; Max Baetz, San Antonio; W. M. Jeter, Cameron; Dr. E. W. Brown, Orange, and Peter Kuntz, of Dayton, Ohio.

More or less attention was given to a discussion of war gardens, that subject being rather intimately connected with the lumber business because the yard and mill workers work in their gardens after the usual quitting time.

A report by J. M. Rockwell of Houston showed that \$100,000 of

the Lumbermen's Underwriters' fund had been invested in Liberty bonds.

A set of resolutions was adopted, voicing the sentiments of the association on most of the topics which had come before the meetings for discussion.

The next meeting of the association will be held at Galveston next spring.

The nominations committee reported the names of forty-five men for directors of the association and these men were unanimously elected. The directors then retired and elected the following association officers:

President—C. H. Flato, Kingsville.

First Vice-President—E. P. Hunter, Waco.

Second Vice-President—W. S. Howell, Bryan.

Treasurer—R. M. Farrar, Houston.

Secretary—J. C. Dionne, Houston.

Labor Conditions Serious

Labor conditions are quite serious in the hardwood industry throughout the Memphis and valley producing regions and they are steadily growing worse. Members of the southern hardwood trade say that it is well nigh impossible to get enough men to carry on the work in the various departments of the milling business and that what help is available is costing considerably more than ever before. Farm work is drawing men away from the woods where logs are being cut and prepared for shipment, and it is likewise taking men away from the mills themselves. There are other industries that are attracting labor, too, and just now the average lumberman considers himself extremely fortunate if he is able to get enough men to man his plant.

Labor is costing more than ever previously known and this increased cost is not accompanied by increased efficiency. Indeed, quite the reverse appears to be true. There are more complaints of labor inefficiency than ever previously heard but the lumbermen are in the position of having to take men almost without regard to what they pay them or what they get out of their service. The draft law is taking more men, both white and colored, out of the hardwood producing region and is proving a further handicap.

"There is so much trouble with labor and with transportation conditions," said a prominent manufacturer of lumber today, that there is practically no pleasure in doing business. There is something coming up every minute in the day to pester a fellow and, while we are working at pretty full capacity and are selling our output without difficulty at good prices, we don't enjoy doing business as we did when conditions were more normal and when there were not so many worries to face all the time."

Lack of Prophetic Vision

In the year 1799 when the first steps were being taken to build a United States navy, Benjamin Stoddard, a naval officer, advocated the expenditure of \$100,000 to purchase standing live oak and southern pine to supply a future reserve of timber for war vessels. He declared that an outlay of that sum of money would buy enough timber to meet all demands of the navy "for ages."

The term ages is somewhat indefinite, but it meant a very long time. The estimate sounds rather ridiculous in view of present day requirements of timber for our ship yards. No one then foresaw what the future would bring forth, and the idea of a navy is very different now from what it was then. The navy which was under discussion at that time and was subsequently built consisted of six ships. They gave a mighty good account of themselves in those days, but what would they amount to now? All six of them together were not equal in tonnage to one of the wooden vessels which take their way down the slides in our ship yards nearly every day. Several years were consumed in building those six vessels; but they lasted well. One of them held out for 112 years, though sunk once in the meantime; and another is still afloat.

The Mail Bag

B 1187—Chair Seat Stock

Camden, N. Y., April 17. Editor: The *Hardwood Record*.—We would appreciate it if you could put in touch with manufacturers of chair seat stock 6 1/2x20 quartered white oak 1 1/2 and 1 3/4 inch.

Quicker Prices by the Piece

Clubs and Associations

Chicago to Observe Liberty Day

The Lumbermen's Association of Chicago has adopted the following notice and appeal:

The President of the United States has issued a proclamation setting aside next Friday, April 26, as Liberty Day and has asked that all over the United States demonstrations be held to show a renewed pledge of loyalty and to demonstrate the united feeling of the country.

In accordance with the President's request, the Chicago Liberty Loan Committee will hold a "War Work" rally on Friday afternoon, and it is the wish of the War Board of the Lumbermen's Association that all offices and yards be closed at 12 noon on the day of the rally.

All members of the War Board and all Liberty Loan workers in your firm are requested to be at this office on Friday, April 26, not later than 1:00 P. M. to join in the parade.

BE A PATRIOT! COME AND SHOW YOUR COLORS!

Date Again Changed

The time for holding the annual meeting of the National Lumber Manufacturers' Association has been again changed. The final date has been fixed for May 20 and 21, at the Congress hotel, Chicago. The time was moved up from May 7 and 8.

Lumbermen's Club Entertains Rotarians

The Lumbermen's Club of Memphis entertained the Rotarians of that city at dinner at the Memphis Club on last Friday evening, April 19, and this get-together meeting proved such an overwhelming success that, before its adjournment, the Rotarians had extended an invitation to the lumbermen to be their guests at dinner at the Hotel Gayoso the evening of April 30.

"They gave 'three cheers' for the Lumbermen's Club of Memphis and then extended the invitation which was accepted on behalf of the lumber men by Earl Palmer who was the originator of this get-together meeting.

J. F. McSwain acted as toastmaster and performed his duties with both humor and ability. There was no set programme. It was just a get-together meeting at which jollity and good fellowship held sway from start to finish. A number of gentlemen made brief addresses. They were all in fine spirits and wit, humor, sarcasm, irony and rally characterized what they had to say.

Charles M. Bryan, former city attorney, spoke on the "Spirit of America." W. D. Kysar, federal attorney for the western district of Tennessee, told members of the club and their guests of the "Rotary Club Spirit" while O. K. Honck, founder of the Ancient Order of the Yellow Dog and a post-master in the gentle art of entertaining, spoke of the "Lumbermen's Club Spirit."

Caruthers Ewing, introduced as one of the most prominent attorneys in these parts, had most of his fun at the expense of his fellow craftsmen. Messrs. Bryan and Kysar, speaking seriously, he said that he had come in close contact with a number of members of the Lumbermen's Club, in connection with matters of vital interest to them at Washington, and that he was much impressed with their ability.

Earl Palmer had prepared an address on the "War" which, he said, formed the chief topic of interest in any gathering of red-blooded Americans these days. But he refused to deliver this. He preferred rather to have some fun at the expense of some of the preceding speakers and he paid his respects to each in turn.

Mr. Palmer believes in business men taking an active part in the affairs of their city, their state and their national government. "The Rotary Club has boasted of the fact that it does not allow any politics in its policy," he said. The Lumbermen's Club has never allowed politics to play any part in its plans. I believe that this is a mistake. The members of these two organizations are among the most able and the most progressive business men of Memphis and I believe that, instead of eschewing politics as they do, they should make it a point to take a more active part in what is going on politically every day. If they did so I believe it would have a most salutary effect on the manner in which city, State and national governments are conducted and that it would be a long step in the right direction. We pay the biggest part of the tax burden and it is up to us to see what becomes of the money, how it is spent, who administers it, what we get for it and other phases of the subject of equal importance to all of us."

This meeting was almost a stag affair. There were several ladies present and two of them added much to the pleasure of the evening by giving vocal and instrumental selections. Mrs. Mark H. Brown furnished the former

ST. LOUIS, Mo., April 25.—The National Lumber Manufacturers' Association has announced that it will hold its annual meeting at the Congress hotel, Chicago, May 20 and 21.

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The tables, for instance, show that a piece of lumber 4 1/2 inches by 7 feet long, of a grade worthing \$40 per 1,000 feet, will yield 15,000 feet of 2 1/2 inch by 14 inches, 16 feet long, of a grade worth \$65 per 1,000 feet, and 100,000 feet of 1 1/2 inch by 14 inches. The tables also show that a piece of lumber 4 1/2 inches by 7 feet long, of a grade worthing \$40 per 1,000 feet, will yield 15,000 feet of 2 1/2 inch by 14 inches, 16 feet long, of a grade worth \$65 per 1,000 feet, and 100,000 feet of 1 1/2 inch by 14 inches.

Manufacturers Employ Accountant

In conformity with plans described in previous issues of *Hardwood Record* the Lumber Manufacturers' Association of the United States has employed an expert accountant to carry out the cost finding program to which the members have enthusiastically pledged themselves.

O. K. Hayslip of Huntington, W. Va., has been selected for the work and is already in connection preparing to go ahead with the work. Mr. Hayslip is well qualified, having had a great deal of lumber manufacturing experience, besides being a high class accountant.

The formal appointment was made at a meeting of the open price members at Huntington on April 17. At this meeting the proposal to employ an expert was favorably acted upon and, Mr. Hayslip having already been picked, his formal appointment was quickly consummated.

The immediate plan contemplates his visiting a number of representative mills immediately and then preparing a report with recommendations for a basic system. The report will be submitted to the Cost Accounting Committee, which in turn will report to the Open Competition Membership at its next meeting.

Market discussion at this meeting showed low stocks and production and an active market. The labor situation is serious and prices are climbing rapidly though not in keeping with costs.

One Cent Advance Becomes Effective

The advance of one cent per hundred pounds on shipments of hardwood lumber from Ohio and Mississippi river crossings into Eastern trunk line territory, which was allowed by the Interstate Commerce Commission as a compromise in the fifteen per cent rate case, became effective on April 18.

J. H. Townsend, secretary-treasurer of the Southern Hardwood Traffic Association, made this announcement April 19. He further stated that the advance of one cent per hundred pounds from these same crossings into Central Freight Association territory would become effective between May 1 and May 15, and that the advance from southern producing points on both the east-side and the west-side into both Central Freight Association and Eastern trunk line territory would become effective between June 1 and June 15.

The association gained a big victory over the carriers in having the fifteen per cent advance won, as affecting southern hardwood lumber shipments, compromised on the basis of an advance of one cent per hundred pounds. It announced, when this decision was made public some time ago, that it would be quite a while, owing to the necessity of issuing tariff sheets, before the advance became effective, and that this delay would result in much benefit to southern hardwood lumber interests by enabling them to get out lumber sold on the old freight rates before the new rates took effect. This forecast has been justified already and will be still further justified before the advance from all producing territory affected is actually in force.

Meanwhile Mr. Townsend announces that roads entering the provinces of Manitoba, Saskatchewan and Alberta in Canada have been granted an increase of two and one-half to six cents per hundred pounds on shipments of lumber from southern producing points. This advance of one cent advance applies on all shipments of hardwood lumber.

Lumbermen's Meeting at Laurel Postponed

Announcement has been sent out by the Hardwood Manufacturers' Association, Cincinnati, that the lumbermen's meeting which was to have been held at Laurel, Miss., April 27, has been indefinitely postponed. So many who had intended to go discovered that it would be impossible to do so, that the meeting was accordingly called off. It is expected that the meeting will be held later.

An Erroneous Rumor Corrected

E. E. Horner, secretary of the Lumbermen's Association of Chicago, has mailed to members of that association the following explanation and correction of a misund-erstanding:

The impression that a general embargo has been placed on shipments of commercial lumber is not correct. No general embargo order has been issued. The embargo applies only to the original destination sent by Chief Edgar, acting director of lumber, to the Southern Pine and other lumber emergency bureaus, reading as follows:

"Notify all your mill owners to ship any commercial orders so long as they have lumber on hand which can be applied on unembargoed government orders."

Lumbermen here are not inclined to take particular exception to this proposition, which is specifically limited. In explaining it, Mr. Edgar called attention to the words "unembargoed government orders."

The fact is that embargoes placed by individual railroads on lumber are seriously embarrassing government work. Conferences have been in progress recently with a view to finding means for getting government shipments through the embargoed points.

Under the terms of Mr. Edgar's telegram, sawmills may ship commercial orders in those cases where they are unable to ship government orders on account of such embargoes. That government business must be given the preference has long been accepted by lumbermen.

At various times the railroads have placed embargoes on shipments of lumber for any purpose, seriously embarrassing mills sawing stock for various government purposes, including lumber and timbers for shipyard construction and even for ship building.

Significance in Minimum Loading Investigation

J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, is in receipt of information that the Interstate Commerce Commission has of its own initiative instituted an investigation of carload minima on lumber and forest products with a view to ascertaining "whether existing variations in carload minima and the practices, rules and regulations connected therewith are reasonable and not unjustly discriminatory to any shipper of lumber and forest products."

Mr. Townshend and other officials of the association believe that this independent investigation will have an important bearing on case S131, involving reclassification of lumber and forest products. There have been several hearings in connection with this case and the association has secured tentative approval of its pet idea of "varying rates for varying minima." It is regarded as possible that the investigation now being made may result in definite acceptance of this principle and, in that event, officials of the association, as well as members of this body, would be highly pleased, as this is regarded by them as the only scientific basis on which this vexing problem can be solved.

Mr. Townshend says that no date has been set for further hearing in the reclassification case, but he anticipates that such will follow completion of the investigation the commission is now making.

Northern Associations to Meet

The two northern hardwood associations announce their spring meetings as follows:

The Michigan Hardwood Manufacturers' Association will convene at the Statler Hotel, Detroit, Mich., Thursday, April 25. The program will include the usual market reports, reports of committees, report of the emergency bureau, discussion of forest fire protective matters and of national topics.

The Northern Hemlock and Hardwood Manufacturers' Association will meet at the Hotel Pfister, Milwaukee, on Friday, April 26. There will be no set program, but rather open discussion of market conditions and reports of several committees.

With the Trade

Live Oak Treennails

Tests have shown that the southern live oak is suitable for treennails used in ship building, a plant has been established at Sweeney, Brazoria county, Tex., to manufacture them on a large scale. The plant belongs to the Gulf Coast Hardwood Milling Co. The principal output of the plant will be treennails, which by government specifications are sawed out of live oak. The nails are round, one inch in diameter and hold together the ceiling, ribs and planking of large ocean-going vessels of the type now being constructed by the government. The ribs or frames are 12 inches in thickness, ceiling 14 inches thick and planking 6 inches, making a total of 32 inches of timber between the ship's hold and the sea. The breaking stress of these nails is approximately 13,000 pounds.

Climax Company Moves Offices

The Climax Lumber Company, which has been manufacturing hardwoods at St. Landry, La., for years, has moved its main offices to Alexandria, La. The mill remains at St. Landry and it is stated that aside from the change in location of the general offices there has been no change in the organization.

Big Hickory Log

At Boone, Ark., they have converted into automobile wheel rims a hickory log nine feet long and 41 inches in diameter. It is claimed to be the largest hickory log of which there is any record.

Adds Hardwood Department

It is announced at the offices of the Memphis Hardwood Flooring Company that a hardwood department has been established in connection with the manufacture of flooring. No machinery will have to be bought for this purpose. The management of this department will be in the hands of "Bob" Lockwood, who has been general manager of the flooring business for some years.

New Mill Completed

The Harwell Lumber Company, of which H. H. Harwell is president and general manager, has completed its new mill at Portland, Ark., and this is now in operation. It is cutting 85,000 feet per day and is devoting its attention principally to ash and oak. The company has about 30,000,000 feet of virgin timber in Chicot county, Ark., and is assured a full supply for an indefinite period. This company was organized some months ago with a capital stock of \$100,000. George C. Brown & Company, Memphis, will assist the company in disposing of its output. Members of the latter firm are interested in the Harwell Lumber Company.

Starts Plant on Heavy Dimension

The old Fee Crayton plant at Newport, Ark., has been taken over by George C. and Austin Campbell, and under the style of the Arkansas Hardwoods Company will be operated for the production of essort and artillery spokes and wagon woodstock. In fact, the plant was due to start about April 15. Several thousand acres of timberlands have been acquired along the Black River in Arkansas, and logging will be contracted for the time being.

Geo. C. Campbell, president of the company, resides in Toronto, Ont., while his son has taken up residence in Newport and will act as manager of the plant. He is connected with the Canadian army, being on leave at present. The plant operation will be in charge of E. M. Thickston, who for many years was with J. D. Case & Company at North Vernon, Ind.

Pertinent Information

Wood vs. Coal as Fuel

The order of the government fuel administration for the distribution of coal by zones will probably result in a large increase of wood as fuel. The order divides the United States into fourteen zones, each to be supplied with coal from a certain mining region, and from nowhere else. Many users who have built furnaces for certain kinds of coal will be unable to get it, and will find great inconvenience in using any other, and it may be expected that many such persons will leave off burning coal and will substitute wood as fuel. All cannot do this, but many can and doubtless will, particularly in wooded regions. Saw mills and factories which manufacture wood into finished products have much waste that can go under the boilers. By supplementing this with cordwood, coal may be wholly dispensed with.

The order is the most radical war measure yet put in force in this country. It tears the long-established coal markets to pieces and will try to construct new ones. Mines which have built up trade in certain territory are now forbidden to ship to that territory. The purpose is to save cars for other use, by eliminating long hauls where short hauls will answer. The buyer must purchase his coal from the mining region nearest him.

How the PLAN WILL WORK

As an example of the working of the plan, the "regulation" governing Illinois is here quoted. Each state or each group of states has special regulations. This for Illinois:

Limiting lines have been drawn as follows and will be referred to for convenience in describing the changes made in the supply for this state:

Line 1.—From Joppla, Ill., via the C. & E. I. Ry. to Arthur; thence via the Vandalia Railroad to Peoria; thence via the C. & N. W. Ry., through Nelson, Sycamore, and Belvidere, Ill., on the line running to Beloit, Wis., Line 2.—From Cairo, Ill., via the C. & E. I. R., through Centralia, Clinton and Freeport, Ill., on the line to Madison, Wis.

The total receipts of coal in Illinois, including Chicago district points in Indiana for the year 1917, were 41,155,000 net tons, including coal for special purposes. The plan prohibits the movement into the whole state of Illinois of coal from the producing districts in Tennessee, Virginia, Ohio, eastern Kentucky, West Virginia, Maryland and Pennsylvania.

The tonnage from the producing districts mentioned above, amounted approximately to 2,916,000 tons, of which 513,000 tons came from mines in the eastern Kentucky fields; 177,000 from the Ohio fields; 165,000 tons from Kanawha and Kenova-Thacker, and 1,923,000 tons from Pocahontas and New River.

This entire 2,916,000 tons is to be replaced by coal shipped from mines in Illinois, which may move to all portions of the state; from mines in Indiana, which may move as far west as to include line 1, referred to above; and from western Kentucky mines, which may move as far west as to include line 2, as described above. The Illinois mines have been

relieved of 4,731,000 lbs. of Illinois coal, and the western Kentucky mines produced 1,000,000 lbs. more. It is hoped that the Illinois plan to make effective. The companies that depend upon the additional tonnage to be shipped to Wisconsin, Minnesota and Missouri, and it will be necessary to make a comparison of coal from the Illinois fields to care for the increased demand.

Coal from the Peachtree, New Jersey, coal-mining district, prohibited from moving into Illinois, will be restricted for domestic purposes. It will be necessary to repair the mine abandoned from Illinois districts. The bulk of the winter demand for the next period and stored from the field producing the better stockpile, and will be met by current summer consumption the coal of good stockpile will be used.

The movement of special grades of coal for the domestic, metallurgical and smelting purposes contrary to the prohibition of the plan will be controlled by the United States Fuel Administration under permit regulations.

Consumers in Illinois will suffer a serious shortage next winter unless they begin to fill their bins at once and continue to accumulate their winter supply during the summer. The mine in these states can fill the normal requirements of these consumers if they do not keep running every day of the week, winter and summer.

Considering that the entire United States is covered with similar regulations, by which old markets are closed and old associations broken up, and that many people will be deprived of the class of coal to which they are accustomed, it is reasonable to suppose that the business in wood as fuel will receive a stimulus, such as it never knew before. Fortunately, there is plenty of wood, and most regions can procure it at reasonable prices.

Additional Wooden Bulkheads

The warlike to the Atlantians, at the time of the Persian invasion, that when all else failed, to put their dependence in wooden walls, meaning their ships. The wooden walls did not fail them, and today the order has been given at Washington to equip the merchant vessels with additional wooden bulkheads to prevent vessels sinking in case the ships are torpedoed. All American merchant vessels will be equipped immediately with double the number of bulkheads now carried for protection against torpedoes and mines. The shipping board approved the plan April 11 as the most practical of all the "unsinkable" schemes, and James C. Stewart of New York was asked to undertake supervision of the work.

Eight instead of four walls hereafter will divide American ships into compartments, decreasing by 50 per cent the space which is likely to be occupied after an external explosion and increasing in the same proportion the chances of the vessel reaching port instead of going to the bottom. The bulkheads will be made of four-inch planks with tongue and groove and tarred, to make them water tight. They will be kept rigid by one-inch steel beams. It is estimated that in 400 ships there will be a loss of only 5,000 tons cargo space due to the new walls.

No delay in the movement of ships is expected to result from the installation of the new safety devices. Mr. Stewart will be given complete hoisting equipment, so that the work can be carried on without interfering with loading. Only slight inconvenience is anticipated in the handling of cargo.

Imitating Indian Woodworkers

The Indian arrow maker, when he went about his work deliberately and with plenty of leisure, selected a small, flat stone, about the size of the hand, and through its center bored a hole a little larger than a quarter of an inch in diameter. That was his machine for making arrows—the wooden shaft, not the flint with which it was pointed. He whittled the arrow with his knife until it was as nearly the right size as he could measure with his eye. Then he finished it with his perforated stone by drawing the shaft back and forth through the hole until all the inequalities were rubbed off and the arrow was perfectly round and smooth.

The Indian invented that machine for his own use, but facilities for obtaining patents in those days were not good, so he left his invention unpatented, and it has now been appropriated by the makers of wooden knitting needles, such as are in use by ladies who knit sweaters and helmets for soldiers. Instead of using a perforated stone as the ream that the needle maker employs a steel plate; and instead of one hole in the center, the plate has several holes, varying slightly in size. The wooden dowel or rod with which the needle is made is refused to finishing near the size wanted by means of planes and lathes, and is then finished by being drawn through the holes, beginning with the largest and working down to the smallest. At each passage through the holes a thin film of wood is removed, and at the end of the process the desired size of the needle has been reached and that part of the work is done. The idea has been borrowed bodily from the Indian, but the tool and the method show some slight improvement upon those of the natives.

The knob on the end of the needle is made by a separate process, corresponding to the separate process by which the Indian fastened the barbed flint on the end of his arrow. He could not bore a hole in the flint and insert the end of the arrow in it, so he tied the flint in place and struck it fast with glue—sometimes with a little rattlesnake poison added as a sort of forerunner of later German war measures. The knitting needle

is made by a similar process, but the flint is replaced by a piece of wood, and the glue is replaced by a special resin. The resin is made by boiling the resin of the tree in water, and the wood is made by boiling the wood in water. The resin is then mixed with the wood, and the mixture is used to fasten the flint to the arrow. The resin is also used to fasten the needle to the shaft.

Single Fire Hazard Over-estimated

The fire hazard of a single fire is over-estimated, according to a report of the National Fire Protection Association. The report states that the average fire hazard of a single fire is over-estimated by 50 per cent. The report also states that the average fire hazard of a single fire is over-estimated by 50 per cent. The report also states that the average fire hazard of a single fire is over-estimated by 50 per cent.

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Guarding Against Spies

The War Department is throwing a veto against a broad plan, which war work is being done, and is taking special care that spies or other unauthorized persons shall not gain admission by impersonating officers. Persons, whether in uniform or not, who apply for admission to plants where government work is being done, under pretense that they are government inspectors, must present an identification card with photograph and stamped with a government seal, and must also show a letter of authorization from the War Department. The same rule will apply to plants where the work is being done for the Allies. Two paragraphs of the circular lately sent from Washington follow:

It is requested that your employees, and subcontractors who are engaged in manufacturing or furnishing material and supplies for the Signal Corps, be directed to admit no Signal Corps representative whether in uniform or otherwise to any plant or establishment mentioned herein, unless such representative shows proper identification card accompanied by a letter of instructions indicating the purpose of his visit.

In the event of any attempt to secure admission to such places by any person unable to show required credentials, it is requested that authorized officers of your organization or of subcontractor organization file an appropriate report in triplicate to the Chief, Military Intelligence Branch, General Staff, Washington, D. C. The telegram should state all the facts, giving name, description, time and attendant circumstances.

Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912.

Of **HARDWOOD RECORD**, published semi-monthly at Chicago, Ill., for April 1, 1918.

State of Illinois,)
County of Cook,)
I, **E. H. DeBlough**, in and for the State and county aforesaid, personally appeared **E. H. DeBlough**, who, having been duly sworn according to law, deposes and says that he is the Editor of the **HARDWOOD RECORD**, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the captioned act, passed by the Senate of the United States on August 21, 1912, embodied in Section 1433, Postal Laws and Regulations, printed on the reverse of this form, to-wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:—

Name of Publisher—The **HARDWOOD RECORD**, 537 So. Dearborn St., Chicago, Ill.
Editors—**E. H. DeBlough** and **E. W. Meeker**, 537 So. Dearborn St., Chicago, Ill.

Managing Editor—**E. W. Meeker**, 537 So. Dearborn St., Chicago, Ill.
Business Managers—None.

2. That the owners are (Give names and addresses of individual owners, or of a corporate, firm, or other entity, and the name and address of stockholders owning or holding 1 per cent or more of the total amount of stock.)
E. H. DeBlough, 537 So. Dearborn St., Chicago, Ill.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are (If there are none, so state)—None.

4. That the average number of copies of each issue of the publication for the six months preceding the date shown above is— (This information is required from daily publications only.)—

(Signed) **E. H. DeBlough**, Editor.
Subscribed and subscribed before me this twenty-first day of March, 1918, by **JAMES S. PALMISTO**, Secretary.

[Notary Public.]
[My commission expires October 21, 1920.]

Will Extend West Virginia Line

Director McAdoe would go ahead in all that he needed to begin work of extending the lines of the Virginian Railway through Charleston, W. Va., to the Great Lakes by way of Ohio points, according to recent word from Charleston. Supplies for immediately getting under way are on hand.

The extension would open up valuable and needed coal and timber lands, and for this reason it is contemplated that the necessary assent will be forthcoming.

Building Situation Improving

Considerable improvement in the mid-west building situation, according to the F. W. Dodge Company's March report of building contracts actually awarded. This report shows a total of 1,382 contracts let during March. The big item in this category is power plants, 457; bridges, 317; stores and apartments in combined buildings, 105; mills, factories and laundries, 91; apartment buildings, 77; carriages, 47; bank and office buildings, 41; schools, 23; warehouses, etc., 30.

Wood Exports for February

Forest products exported from the United States during the month of February, 1918, are shown in the following table:

Logs	\$ 143,429	Box shooks	\$ 226,011
Yellow pine timber	88,185	Railroad shooks	325,107
Softwood ties	162,000	Staves	15,829
Lumber	3,012,828	Woods finish	24,256
Doors, sash and blinds	42,126	Woodenware	6,732
Furniture	24,340	Wood pulp	221,950
Handles	55,503		
Barrels	149,416		

New Priorities List

The government's fuel administration has slightly changed the list of industries which will be favored in the distribution of coal and coke. The preferred industries that use wood are those engaged in making airplanes, cantinements and camps, farm implements, food containers, guns, mining tools, railways, car and locomotive works, refrigerators, ships, tanners, and tanning extracts. The industries on this list are considered necessary to the successful prosecution of the war and for that reason will be favored both in fuel and in transportation.

Large Car Orders Probable

Press dispatches within the past few days from Washington report it probable that orders for 100,000 freight and coal cars containing a large proportion of wood in order to save steel for shipbuilding and other war purposes, will be placed shortly by the railroad administration with about fifteen leading car manufacturers.

Contracts will total about \$300,000,000, representing profits to manufacturers of probably 50 per cent about half of the rate first demanded by them in negotiations with John Skelton Williams, director of purchases of the railroad administration.

Quantity delivery of the cars will begin in about four months, and all probably will be completed in six months, when more will be ordered.

Full Lumber Yards in Finland

Axel Oskholm, United States special lumber commissioner to the Scandinavian countries, has made a report on business prospects in Finland. He estimates that Finnish lumber yards now have on sticks 3,000,000,000 feet of pine and spruce lumber which they hope to put on foreign markets at the close of the war. He says that the fluctuation in the rate of exchange will play an important part for the Finnish exporter when the war is over. The lumber accumulated in the Finnish yards waiting for export is the main asset of the Finnish nation at the present time. Should the value of the Finnish mark increase at the close of the war, the Finnish exporter would lose heavily. Lumber operators are now figuring on a price of at least 600 to 800 Finnish marks per standard, and have in many cases operated at the cost of 450 to 500 marks. Finnish lumber is always sold in foreign money, and if the value of the pound should decrease so that the Finnish exporter would obtain fewer marks for each pound sterling, he will not realize any profit and may even lose on these transactions. For the importer, on the other hand, the result will be the reverse.

House Building Not Prohibited

An interview which has been published in or commented on by the press in all parts of the country, quotes Secretary McAdoe as saying that house building should cease or be restricted to the least possible limits during the continuance of the war. A great deal of adverse criticism was called forth by the interview, and Secretary McAdoe has written a long letter to Samuel Compers in which he explains his view of the matter, and declares that his interview advocated a policy of no building, but he adds:

I have said that building operations which are not required to protect the health or provide for the comfortable needs of our people, or to supply facilities necessary for the proper conduct of business essential to the successful prosecution of the war, should be discontinued. As you know I have no authority to direct that building operations be curtailed. I am merely suggesting that unnecessary work of that kind be postponed until the close of the war. Such postponement would, I am sure, help with the war, but every patriotic man must be determined by his own conscience in the matter and must decide for himself if he can postpone the erection of contemplated buildings until the close of the war. Compliance with this suggestion may cause some inconveniences which are to be greatly deplored, but such inconveniences are an unavoidable incident to war. The situation must be viewed from a national and not from a local standpoint.

The Liverpool Log Market

The lumber market at Liverpool is expected to improve shortly to better conditions. This is not only true figuratively, but literally. Take the Liverpool market as an illustration. Outside of what the government may have, there were, April 1, not one mahogany log from America and only seven logs of African mahogany; not one cedar log; not one walnut, and throughout the whole list of foreign woods usually kept in stock there, only eight logs were to be found, and they were koawood. Even the rather common and plentiful woods, such as lignum vitae, boxwood, satinwood, padouk and rosewood, were all gone. In fact only fifteen logs remained in brokers' hands in the Liverpool market. It is doubtful if that state of affairs has existed there before, in the past thousand years. They are sacrificing everything to win the war. There is something of terrible determination in the situation. If the Dios that might you can win in a fight with a people like that, they will wake up with a jolt.

Lumber Sales Investigations

The Forest Service has published two reports on the distribution of softwood lumber in the Middle West, wholesale and retail. The reports were written by Orvil M. Butler. It is not practicable in a brief review to give an adequate idea of the scope of these investigations and the manner of treatment. Persons in any way interested in the distribution of softwood lumber will be well repaid if they read both reports. That dealing with wholesale is by Sutton, W. Va., at a cost of \$22,000. About fifty men will be employed in the plant and as many more will work in the woods, cutting and bringing in material. The output will consist of charcoal, alcohol, and acetate of lime, and most hardwoods of the region will be used, except elm and chestnut. The latter wood is more valuable as a source of tanning extract and will go to plants making that article. Elm is of little value for the ordinary hardwood by-products, but that region has little elm. The most abundant woods within reach of the new plant are oak, beech, maple, birch, poplar, and basswood. Those most valuable for extracts are maple, birch, and beech. Sutton is situated on the Little Kanawha river about 100 miles above Parkersburg.

Hardwood Distillation Plant

The government appears to be in need of more hardwood distillates than private plants are supplying, and according to reports, it is building a distillation factory at Sutton, W. Va., at a cost of \$22,000. About fifty men will be employed in the plant and as many more will work in the woods, cutting and bringing in material. The output will consist of charcoal, alcohol, and acetate of lime, and most hardwoods of the region will be used, except elm and chestnut. The latter wood is more valuable as a source of tanning extract and will go to plants making that article. Elm is of little value for the ordinary hardwood by-products, but that region has little elm. The most abundant woods within reach of the new plant are oak, beech, maple, birch, poplar, and basswood. Those most valuable for extracts are maple, birch, and beech. Sutton is situated on the Little Kanawha river about 100 miles above Parkersburg.

Lumber for Field Hospitals

Writing under the title of "Our War Hospitals in France," Edward F. Stevenson in the Architectural Record, New York, gives some interesting figures and other details regarding this phase of our fight "over there." His article is accompanied by drawings which show the portable wood hospital units that are being sent across the Atlantic from American lumber mills to be the last word in war hospital construction.

"When we consider what our two allies, England and France, have already provided in hospitals, we realize what we must do?" Mr. Stevens says. "In the Spring of 1916 France had 600,000 beds and England 550,000 beds in field, base, private and public hospitals for the army alone. The United States has only 100,000 beds in all. The need of hospital and sickness nursing hospital care, so it is easy to see what we shall need in our hospital divisions. How is our government meeting this demand?"

"Hospital unit after hospital unit is being sent over; these units consist of 87 buildings each and comprise all the essential departments of an up-to-date hospital, all of demountable portable construction."

Profits Await Miss It

It was predicted that the subscriptions to government bonds, at higher rates of interest than banks pay on time deposits, would drain such deposits from the banks for investment in government bonds. It seemed reasonable that if a man had money in a bank and was drawing only three per cent, he would take it out and invest in government bonds at three and a half per cent. The government is as safe as any bank can be, and those that think that the United States will not be afraid to trust the United States, and it was believed that such people would quit the banks and loan their money to the government.

It has not turned out that way. Billions of dollars have been invested in Liberty bonds, without decreasing the total amount of time deposits in banks one dollar. In fact, such deposits have increased since the war began, in spite of Liberty loans and increase in living cost. A recent circular sent out by the National City Bank of New York thus speaks of the situation and assigns a reason for it:

If it is of interest to know that although all of these offerings pay higher rates of interest than savings bank deposits, the latter are greater now than at the beginning of the war. In line with this are reports from certain schools in the United States which have maintained a savings system for some years that although these schools have obtained a savings system this sale of their stamps the regular savings have continued to increase. These facts prove to some extent the soundness of the promise that the habit of saving grows by cultivation, and therein lies the promise of great benefits in years to come from the thrift campaign now being carried out.

The Old Windsor Chair

The Windsor chair was a familiar sight to our forefathers several generations ago. It was a well-entitled piece of furniture, made of wood and was manufactured in England, and was imported into this country. A little piece of the London Timber News says that few England's chairs are made any more, and that the condition that the making of chairs is a dying industry. The country of beech timber for this time is doing well, and what it is a few years back, and curious as it may seem, many of these same regions is found profitable to-day either in the making of the well-known Windsor chair. The manufacture of these chairs was a combination of a lucrative kind to hundreds of workmen, many who possess connected either directly or indirectly with the furniture industry form no mean part of a most important business in connection with the home-grown timber trade.

Waiting for Slow Letters

Most trade papers have their patients tired at times while waiting for the arrival of letters overdue, and the "how" of the correspondent is apt to be the subject for strong language. But a rather unusual case is mentioned in the London Timber Trade Journal in its issue of Feb. 7, 1915. It says:

"We had not heard anything of our Irish correspondent for very many months until this week, when a letter from him reached us. On examination, however, we found that it was posted in Riga on Feb. 14, 1915 and had evidently passed through the Petrograd post office, being stamped 8 12 17 at that place. The London postmark is Jan. 21, 1918. We are left wondering, if it had the power to do so, what this letter could tell us during its nearly three years' existence. It was in the time it was despatched until the time it came into our hands."

Hardwood News Notes

< CHICAGO >

A. R. Vinnege, Evanston, Ill., is reported to have assigned Frank R. Gadd, assistant to the president of the Hardwood Manufacturers' Association, gave an optimistic view of market conditions when he was in the city attending the National Chamber of Commerce meeting. Mr. Gadd said the war situation was easing up considerably in his territory with the exception of certain specific lines which do not get sufficient incoming freight to bring in enough cars. He said since the February meeting of his organization, eighteen new members of the open price competition plan had been added and that the plan is to get in as representative a list of firms as possible, it being assured that others will follow the lead of the big institutions.

During the sessions of the Federation of Furniture Manufacturers in Chicago last week were gatherings of prominent hardwood men who were here on a variety of purposes. Some came through in the course of their regular business trips and others came for the sessions of the Federation. The entire hardwood producing territory of the country was represented by prominent lumbermen, and it was noted that officials from the five leading hardwood organizations of the country happened to be here simultaneously. The list of visitors is impressive and among others comprise the following: R. L. Jurlino, James E. Stark, T. E. Jones, J. E. Walsh, John M. Pritchard, John W. McChase, Earl Fabner and H. J. Richards, all of Memphis; Chester Kork, W. E. Johns and E. O. Robinson of Cincinnati; F. S. Milne, New York City; T. M. Brown, Louisville; Chas. H. Barnaby, Greencastle, Ind.; J. V. Stinson, Huntington, Ind.; T. W. Fry and E. H. Trum, St. Louis, Mo.; H. W. Baker, Jr., Sikeston, Mo.; C. A. Bielew, Bay City, Mich.; C. A. Goodman, Marinette, Wis.; A. L. Osborne, Oshkosh, Wis.; Garrett E. Lamb, Clinton, Iowa and Charleston, Miss.; and R. J. Wiggs, Leland, Miss.

The Huddleston-Marsh Mahogany Company, New York City, yards also at 257 1/2 Lumber Street, Chicago, announces that it will move its New York office from Avellan Hall to the 14th floor, 347 Madison Ave., Equitable Trust building. The change will take place on May 1.

It is announced locally that a Conconatation will be held Friday evening, April 26, in the rooms of the Lumbermen's Association of Chicago. This will be the last Conconatation until the big annual to be held in Chicago September 9.

Martin D. Harden was the chief speaker at a luncheon given at the Lumbermen's Association quarters on Tuesday noon, April 23. Mr. Harden returned a few days previously from a two-months tour of the fighting lines in France.

The Christensen Lumber Company, headquarters in the Gas building, Chicago, announces that owing to the fact that John L. Wendt, secretary, has entered military service, the office has been temporarily transferred to the First National Bank building, Milwaukee.

< MISCELLANEOUS >

The capital stock of the John J. Sobel Lumber Company at Rochester, N. Y., has been increased to \$300,000.

The Henry Quetzimal Lumber & Manufacturing Company, Brookings, Ark., is reported to have had a fire.

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ENGINEER

1201 Loyola Avenue CHICAGO, ILL.

An increase in capital stock to \$50,000 has been effected by the Van Cleve Saw Mill Company, 81 Louis, Mo.

The H. F. Below Lumber Company has succeeded the Below Lumber Company, Stanley, Wis.

◀ BUFFALO ▶

The Third Liberty Loan has been absorbing much attention here for the past few weeks. The total quota set for Buffalo is about \$20,000,000, and of this it is expected to raise \$900,000 among members of the lumber industry. At last accounts the largest share of this amount had been raised and there is not much doubt that the remainder will be. The chairman of the lumber committee is Hugh McLean and the other members of the committee are: G. Elias, A. J. Chestnut, M. M. Wail, O. E. Yeager, H. E. Wilbur, H. E. Montgomery, Jason Dewey, W. Taylor, W. Hund, H. A. Goodrich, W. B. Betts and William Hendrix. The subscriptions have not all been announced as yet, but two for \$50,000 have been published, those being the subscriptions of the Hugh McLean Lumber Company and G. Elias & Bro.

The first lake vessels of the season sailed from here about a week ago, though departures for the head of the lakes have been delayed, because of the ice. The arrival of lumber cargoes is expected to be late this season and the business does not promise to be heavy.

The government plan to take over the Erie barge canal and to build a fleet of low boats which to operate it is of interest to the lumber trade, and will no doubt result in the relief of the railroad congestion of the past few months. It is stated that the principal freight handled by the canal will be grain and coal, and that some of the boats will be turned out in time to handle the movement of these commodities in the fall. Lumber will be benefited, even if stocks are not carried by the canal, for the new plan will release thousands of cars from the West at Buffalo, enabling them to turn back here for more freight, instead of going on to the seaboard. It is hoped to move 5,000,000 tons of freight by canal this year, and double that amount the year following.

Motor trucks are to be used in this state to a large extent, in order to relieve the railroads. Frank E. Williamson, traffic manager of the Chamber of Commerce, has been helping the government plan to establish routes and says that these will be installed all through the state. He is now on his way to organize Albany, Utica, Syracuse, Binghamton and Rochester.

In an estimate made here a few days ago it was stated that several thousand new workers would be employed by local munition factories within the next few months, and the question arises as to where dwellings are to be secured, for the number empty is very small. Real estate men and builders look for an active building business in the city this summer, though no signs of it are yet apparent. Permits for March fell behind a year ago, and the outlook is that April will do the same. Little money is not going into building construction just now, but to the aid of the government. A little later it is believed that more funds for building will be available. The average cost of permits here during the past few weeks has been below the legal English war maximum of \$2,500, which shows that repair work is comprising a large share of the business.

R. D. McLean of the McLean Mahogany & Cedar Company has been in the Middle West for the past two weeks on a buying trip.

W. L. Sykes, president of the Emporium Lumber Company, has returned from a vacation trip to Atlantic City.

◀ PITTSBURGH ▶

Tom Harrington of J. C. Linahan & Co., a new wholesale concern at 527 Park building, has culled-in the Forestry Regiment and is now in Washington waiting to go "over there."

Frank E. Smith is now president of the Miners' & Manufacturers Lumber Company, which has a very nice office in the First National Bank building. It is an outgrowth of the old C. E. Breitweiser Lumber Company, but the Breitweiser interests are entirely out of the new concern. Mr. Smith is specializing in handling industrial and manufacturing trade and is pushing his company right to the front in this line.

Among the wholesalers who were out of town last week picking up new business were J. N. Woollett, president of the Aberdeen Lumber Company; E. H. Schreiner, president of the Schreiner Lumber Company, and J. C. Donges, president of the J. C. Donges Lumber Company.

The Tionesta Lumber Company reports business this month pretty quiet. It is still running its plant at Endeavor, Forest county, Pa., although it lost sixty men out of its force of 306 in the recent drafts.

March building in Pittsburgh fell down thirty-two per cent. This was not a surprise to the building public, because reports and predictions had been freely made by architects and contractors that everything was going to the bad in building here this spring. There has been little this month to encourage any better report in the near future.

The Hoffman Lumber Company is a new concern in Pittsburgh organized by F. C. Hoffman, J. Robert Weber and J. T. McAuley of this city.

It has been reported frequently of late that the Lewisburg Chair Company, Lewisburg, Pa., was considering closing down its plant indefinitely. This reports, according to C. T. Fehlich, general manager of the plant, are entirely without foundation as the factory has plenty of business and plenty of fuel and has secured contracts for a year's supply of the latter. The Neville Dock Company is arranging to build a new plant on the

Monongahela river at Grays Landing under the management of George Nelden. It will use the new docks for repairing barges and other river craft.

The Kendall Lumber Company reports business fairly rotten all around. Demand is not pushing forward at all and although the company has a lot of good contracts and is keeping its mills running, there is no edge to the business.

The Green Lumber Company, according to President H. F. Dumbhoff, finds that a good deal of hardwood can be sold if the wholesaler has the right kind of stock. There is no trouble about getting first-class prices.

Building operations in Tri-State territory are going to be found in certain lines this summer and will be noticeably absent in others. There is sure to be a large amount of work on new mining plants. Also, those industrial towns which have a big era of prosperity on at present are going to do a lot of building, chiefly in cheap houses. Manufacturing plants are building additions that require a large amount of hardwood, but the general run of business that contributes ordinarily to the profits of hardwood men is going to be very small, according to all the reports.

◀ BOSTON ▶

At a recent meeting of the directors of the Massachusetts Wholesale Lumber Association, Inc., a protest was formulated on the closing of the so-called commercial trade offices in Boston by authority of the railroad controller. This was forwarded to Washington and replied to in effect that the measure was intended as an economical step to avoid duplication and cut down the employment of non-operative labor, but that such functions of these offices as had been valuable to the roads and patrons would be continued either by combined offices of representatives or a substitute system established to facilitate transaction of freight business in the large centers.

At the same meeting the board authorized the holding of a general meeting of the whole trade of Metropolitan Boston at Youngs Hotel, Boston, Tuesday evening, April 23. This will be in the nature of a patriotic gathering in evidence of the loyalty and interest of the local trade in supporting war objects, the principal feature being the illustrated lecture on experiences during and since the battle of the Marne by Baroness Harsh, daughter of the famous commander, Francis Wilson. The entire proceeds of all her lectures go to the support of Hospital 232 in Paris, maintained by the Villiers Fund. A business meeting of the association will precede the dinner and lecture.

The Calvin Putnam Lumber Company of Danversport, Mass., has incorporated under Massachusetts laws for \$50,000 with the same title. President, John E. Scales of Boston; treasurer, Isaac D. Pope, and secretary, F. E. Comerford.

The raising of embargoes on the Grand Trunk and Boston & Maine roads have relieved the local freight delivery conditions to some extent. The reduction of over-normal cars in the eastern territory from 160,000 to 30,000 promises a fairly early opening of the long closed southern routes. While tight embargoes have prevailed on the southeastern roads, the authorities are now promising to co-relate the carrying capacity of the northern and southern regions, as well as to get in contact with the lumbermen to establish and maintain a practical plan to move as much lumber as circumstances will permit, although it is expected that authorizations will be restricted to avoid dangerous blocking of lines and equipment for a long time to come.

◀ COLUMBUS ▶

The name of the Lowell Planing Mill of Marietta has been changed to the Lowell Building & Supply Company.

At Elmwood, Ohio, Frank Buell has purchased the business of the Thomas Hollis Lumber Company.

Columbus lumbermen are enthusiastic over the activities of the Columbus Lumber Club, which has netted new headquarters at Chestnut and High streets. Luncheons are served every noon and this is the means of bringing many of the lumbermen together.

R. W. Horton of the W. M. Ritter Lumber Company reports a good demand for hardwoods in central Ohio territory. Factories are the best customers at this time, although retailers are also buying more liberally. Prices are strong all along the line and all recent advances have been maintained. Shipping is being held up by embargoes and railroad congestion.

J. A. Ford of the Imperial Lumber Company reports a good demand for West Virginia hardwoods with prices firm all along the line.

Lumber circles in Columbus and central Ohio are stirred by the announcement that the federal government will erect a large depot storage house on the Pennsylvania and Baltimore & Ohio just east of Columbus. A tract of 175 acres has been acquired for that purpose. In all there will be eight large structures, each of which will be 80 by 1,500 feet, and in addition a large barracks to accommodate the permanent guard. Much lumber will be required in the construction work.

While building operations in Columbus are not as active as in some previous years, still there is more liveliness down than was anticipated several months ago. The new wave has been ship construction, fittings, apartments and additions to factories. One of the best features is the large number of dwellings which have been projected.

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2 Band Mills
100,000 ft. daily capacity

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← BALTIMORE →

The new sawmill at Mobile, Ala., erected by the Magazine Hardwood Company, the manufacturing connection of the firm of Richard P. Baer & Co., of Baltimore, was put regularly in operation two weeks ago and now turns out approximately its full capacity of lumber, some 60,000 feet per day. Richard P. Baer, senior member of the firm, went down to Mobile to see the plant started. The mill is almost directly across the river from a big new shipbuilding establishment, which is expected to take a considerable portion of the mill output. The plant is a double band and cross equipment, and is fitted up with all modern improvements, being one of the most complete hardwood mills in the South. The old mill is being dismantled.

J. McD. Price, formerly secretary of the National Lumber Exporters' Association and later in the wholesale lumber business here, expects to leave for Burnsville, N. C., this week or in the next few days to take up his duties as manager of a sawmill to be erected there by interests with which Fred Ann of the L. M. Carl Lumber Company and president of the National Lumber Exporters' Association, is connected. A large tract of timber, mostly spruce, has been secured in Yancy county, and a sawmill is to be erected, with a branch railroad to facilitate shipment of the product. The timber is stated to be among the most of its kind in the South.

The F. X. Gantler Company, manufacturers of show cases and office fixtures, has asked for a permit for the erection of two factory buildings, both of them to have three stories and one to be of brick, one is to cover a lot 200 by 70 feet and the other 123 by 65 feet. The cost of the two structures is estimated at \$32,450. The company's business has expanded greatly and additional room became necessary.

While the house building plan in connection with the sheltering of the increase in the force to be employed at the shipbuilding plant of the Bethlehem Steel Company at Sparrows Point, near Baltimore, still lingers, because of differences between the government and the company, a part of the project, involving the erection of quarters for the single men at Dundalk will be proceeded with. Bids for the erection of 294 frame houses, four kitchens and mess halls and a boiler house have been asked of a number of builders here, and it is expected that the proposals will be opened in the next few days. The cost of the improvements is estimated at not less than \$700,000. The entire cottage building program is estimated to involve not less than \$5,000,000 and to provide for 1,200 frame cottages for married men. The government wants to advance 80 per cent of the money, and desires the company to furnish the rest. The government taking as security a mortgage on the cottages and the tract. The company, for

its part, thinks the government should supply the entire amount needed. Charles Wood of the R. E. Wood Lumber Company, this city, is on a trip to the company's mill in South county, N. C., and during his absence Mr. Blodson is looking after the selling end, as H. J. Bowman, the sales manager, is ill.

After many delays there is at last a fair prospect that the remaining cars of the fifty-seven of hardwoods intended for export, which were held up under the British order in council of March, 1916, will soon be under way across the Atlantic. Harvey M. Dickson, secretary of the National Lumber Exporters' Association, succeeded last year in obtaining permission from the British minister of shipping in New York to allow cartons to leave the lumber, which had been started prior to the issuance of the order in council, to go forward. When it came to securing steamer room, however, a new difficulty was presented. Much of the lumber had been shipped to Norfolk and Newport News, and the steamers sailing from there required no damage. It thus became necessary to make shipment to Baltimore, Philadelphia and New York. This again caused a blockade, because the railroads had meanwhile been placed under embargo, and would not furnish cars or move them. Mr. Dickson then sought to arrange for water transportation to Baltimore, and in this he has now proved successful. Three of the cars arrived here on April 17 by steamer, and the other thirteen were expected within a day or two after. This will clean up the entire fifty-seven cars. From here the lumber will go to Europe, steamers having been found to take it. Only the most determined efforts and eventuality keeping at it made the shipment of the lumber at all possible.

William Vagelos, one of the office force of Richard P. Baer & Co., has been appointed an ensign in the navy. He enlisted last summer and has been at the training camp at Jamestown.

← CLEVELAND →

Hardwood interests of the Cleveland district have offered their hearty aid and moral support to the movement of the Cleveland Housing Committee to obtain some of the proposed \$200,000,000 appropriation for building for navigation pilot work. This bill is now pending, a Welsh note in its successful passage is looked for almost any day. The aid of the hardwood trade here is certain in this movement, and the committee has already notified the hardwoods in the Cleveland section of the fact, and that it is the hearty home of that going forward. A list of the names of the hardwoods is being sent for information to the committee, and the hardwoods will be glad to see the bill passed. The committee is composed of the following members of the trade:

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

for at least 10,000 houses to take care of the high-priced workers who have come here to work in munitions plants.

Louis A. Messer, well known authority on housing conditions, was appointed secretary and general manager of the company about a week ago and immediately left for Washington to present Cleveland's claims for loan of some of the \$50,000,000. The company, of which Paul L. Friss is president, has a capitalization of \$10,000, all subscribed, which amount will be raised to equal the loan appropriated to Cleveland by Washington.

◀ INDIANAPOLIS ▶

W. A. Eckstein, former manager of the McCowan Lumber Company of Loganport, Ind., recently returned from Kansas City, where he has had business connections recently, for the purpose of opening a factory for the manufacture of gun stocks and aeroplane propellers for the government. A building in which the industry is to be housed already is under the course of construction. Mr. Eckstein expects to work with walnut almost exclusively, as it is his intention to confine the activities of the plant in the beginning to the manufacture of the two articles named. He has been assured of sub-contractors by manufacturers who are making supplies for the government.

The plant of the Carter Planing Mill Company of Seymour, Ind., was damaged slightly by fire last week, which is believed to have been caused by spontaneous combustion. The fire was discovered before it had gained much headway and was extinguished before the loss became serious.

A sawmill owned by Alfred Hoyt at Logansport, Ind., was destroyed by fire of unknown origin last week. The roof of the mill was crumbling in when the blaze was discovered and efforts to save any of the plant or the large quantity of timber nearby proved futile. No estimate has been made on the loss.

◀ EVANSVILLE ▶

John J. Sledge, administrator of the estate of the late John J. Sledge, at Bowling Green, Ky., a few days ago sold to the Wood Mosaic Company some timber on the land belonging to the Sledge estate for \$15,000.

The next regular monthly meeting of the Evansville Lumbermen's Club will be held on Tuesday night, May 7, at which time details for the annual outing of the club will be outlined. This will be the last regular meeting of the club until the first Tuesday night in September.

Benjamin Bosse, mayor of the city, president of the Globe-Bosse World Furniture Company and head of many other large woodworking institutions of this city, has returned from a several days' business trip to Chicago and Indianapolis. Mayor Bosse, who is now serving his second term, is enjoying a full-fledged boom for the democratic nomination for governor of Indiana in 1920.

George O. Worland, secretary and treasurer of the Evansville Veneer Company, is at Kramer, Ind., for a few weeks taking "mud" baths for the benefit of his health. In his absence the business of the company is being handled by his brother, Victor Worland, who has been with the company for the past four or five years. The plant of the Evansville Veneer Company is being operated on the day and night schedule, and Mr. Worland says trade is good and that his company is looking for a nice run the balance of the season.

Bert Tisserand, who has charge of the hardwood end of the business of the J. C. Greer Lumber Company, has returned from a trip through

southern Indiana, southern Illinois and northern Kentucky and says he found trade conditions very satisfactory, and that dealers everywhere express the belief that business will remain very good the balance of this year. Mr. Tisserand says the hardwood business has been especially good the past month or so.

Lumber manufacturers and retail dealers helped to join Evansville and Vanderburgh county "over the top" in the third Liberty Loan campaign that came to a close Friday night, April 19. The quota for the city and county was \$2,944,000 and the amount subscribed was in the neighborhood of \$4,000,000.

The Knights Templar of Indiana will hold its annual convention in Evansville, May 5 and 6, and many prominent businessmen of this city will assist in entertaining the visiting knights. The following are among the prominent men who will serve on the various committees: Frank Platt, Platt & Son; Charles Von Behren, Von Behren Manufacturing Company; Oscar A. Kramer, Scholesky Table Company; Louis A. Wollenberger, Wollenberger Furniture Company; John D. Craft, Hercules Buggy Company; Albert F. Karges, Karges Furniture Company; Frank B. Von Behren, Von Behren Manufacturing Company; Guild C. Foster, Evansville Wood-Stock Company; John P. Young, Evansville Hoe Company, and others.

◀ LOUISVILLE ▶

The final April meeting of the Louisville Hardwood Club, held on April 23, brought out a fair attendance, and some interesting discussions relative to trade conditions and government demand. It was pointed out that the war supply is much better in many districts, although showing very little improvement in some parts of the South. Locally the trade is getting plenty of cars, and the embargo situation has improved materially. However, there is a considerable shortage of log cars and mills are generally short of logs as well as labor, which is reducing production somewhat. Some of the plants are so busy on government orders that they are not making any drive for commercial business. One house reported that it was turning out about 4,000 gun stocks daily for the government and a lot of aeroplane stock, but was having much trouble in getting logs and bitches.

At a recent meeting of the Southern Hardwood Traffic Association the members voted upon and took three new members into the organization. These additional concerns include J. V. Stinson, Huntington, Ind.; D. C. Stinson, Owensboro, Ky., and Frank Russell, Louisville, Ky. The local organization is growing fast and has been taking in two or more members at each monthly meeting of late.

A general shortage of labor and inability to secure and hold good crews of male labor and boys has resulted in some of the Louisville woodworking concerns paying in female workers. At Gamble Brothers in Highland Park the payroll now carries eight women, six of whom are being used to operate small planers on dimension stock, principally inch oak and eight stock. The other two are being used for off-bearing from a cut saw, or in stacking lumber in the yards. At the plant of the Louisville Veneer Mill twenty-five girls have been employed, due to the inability of the company to obtain capable men. These girls are off bearing from planers, taping veneers, working in the glue room and filling in in various capacities. So far they have proven very satisfactory, but the idea is of an experimental nature, and hasn't been in effect long enough to show conclusively what the girls can do. The National Home & Chain Company, New Albany, Ind., is also employing a number of girls, as is the Mengel Box Company of Louisville, Inman Veneer & Panel Company and several other concerns. Inman has been using girls for some time and is well pleased. Gamble Brothers are also very well pleased, and according to Hoyt Gamble the company feels relieved to find that it can use girls in emergencies. The girls at this plant have been doing excellent work, have been found willing and industrious. They will wear blouses or overhauls and are handling themselves like veterans. The company has about fifty employes in all, and expects eventually to use a larger number of girls if labor conditions continue as they have.

The Rough River Lumber Company, Centertown, Ky., capital \$2,500, has been incorporated by W. C. Knott, D. O. McKinney and Brent Altsheler and will operate a hardwood mill in an old building.

John Churchill of the Churchill-Milton Lumber Company, Greenwood, Miss., was recently in Louisville for a few days on a combined business and pleasure trip.

Preston Jeyes and J. G. Brown of W. P. Brown & Sons Lumber Company, have been on a trip of inspection to the company's chain of mills in Arkansas and Mississippi. T. M. Brown has returned from a trip to Chicago.

With a capital of \$40,000 Hendricks, Moore & Co., Lexington, Ky., has been incorporated to do a wholesale and retail lumber business. John W. Hendricks, L. M. Moore and others signed the charter papers. The company will also handle building shingles.

At Lexington, Ky., the Perry Lumber Company is installing an electrically operated planing mill on property adjoining its lumber yard.

With a capital of \$10,000 the Higgins Lumber Company of Louisville has filed amended articles of incorporation. The capital was formerly \$500. F. S. Paul and A. K. Higgins signed the amendment.

The Central Ky. Marine Railroad Company, shipbuilders and formerly large consumers of hardwood lumber, has announced that the corporation has dissolved and is winding up its affairs. The company last heavily in the ice box last winter. Edward J. Howard is president of the company.

Omer L. Hays, acting for the Wood-Mosaic Company, New Albany, Ind.,

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recently purchased timber on a considerable tract of land near Bowling Green, Ky.

Stuart Gant, for ten years with the Owensboro, Ky., Wagon Company, has resigned as assistant sales manager to take a similar position with the Anglo-American Mill Company, manufacturers of mill machinery.

Definite announcement has been made at Winchester, Ky., by the Winchester Lumber & Manufacturing Company, to the effect that it will rebuild its hardwood manufacturing plant, kilns, etc., this fall. Efforts to rebuild early have been held up for material and machinery deliveries.

← LITTLE ROCK →

The mill plant of the Quetzal Mill and Lumber Company at Brookings, on Black River, about five miles west of Knobel, Ark., was destroyed by fire on April 11. It was one of the largest hardwood plants in north east Arkansas, employing a large number of men and women, and had been operating on full time schedule in an effort to get out several important government contracts. The fire is thought to have been of incendiary origin. The plant will be rebuilt at once.

Articles of incorporation were filed by the De Queen Lumber Company of De Queen on April 11. The capital stock of the new company is placed at \$50,000.00.

The Rhythville Copperage Company of Rhythville, Ark., on April 11 filed certificate with the secretary of state, showing it had increased its capital stock from \$50,000.00 to \$100,000.00.

The Arkansas Oak Flooring Company of Pine Bluff, Ark., increased its capital from \$50,000 to \$75,000.

H. W. Sanford and E. G. White have established a handle plant at Brentwood, Ark. The new plant is entirely modern and up to date.

The Arkadelphia Milling Company at Arkadelphia, Ark., will erect a stove finishing plant at Prescott, which will employ some fifty people. The locating of the plant at Prescott was brought about through the efforts of Prescott business men as organized in an agreement being entered into by the operators that they will continue to operate the plant for at least five years.

The Warren Stave Company of Warren has increased its capital stock from \$50,000 to \$75,000.

The Stave Mill at Des Arcs, has been ordered by O. B. Gwyn, and is now undergoing extensive repairs. When it has resumed operations, it will employ a large force and have a weekly pay roll of about \$1,000.

Charles H. Brissonien has started operations at his new hoop works at Piggott, Ark., and will manufacture hoops for use in making fish traps, a large portion of which will be disposed of to government fishermen.

Practically all of the available ties along the White River, east of the Missouri Pacific Railroad in Arkansas have been inspected by C. G. Kerr, and handed out for use. Owing to the demand for ties on many lines, very few men are now engaged in making ties, and the supply is said to be somewhat limited.

← ASHEVILLE →

By terms of an agreement entered into recently by the Whiting Manufacturing Company and the National Wood Products Company and the bondholders of these companies, the 342 hardwood bounties in Graham county, N. C., containing about 400,000,000 feet of timber will at once be opened again to lumber operations. It is announced. A standard gauge railway will be built for a distance of twelve miles to connect the proposed band mill at Robbinsville with the Southern railroad at Lupton. The organizers plan to cut 25,000,000 feet a year. English bondholders have \$2,000,000 invested in this development. The operation has been tied up lately by litigation.

One of the largest tracts for timberland of recent months was closed this week by the terms of which the Champion Fibre Company of Canton, N. C., becomes owner of 10,000 acres of hardwood, spruce and red wood, lying mostly in Swain county. The consideration was approximately \$500,000. The tract was purchased from the Harrell Woodcutting Company.

← WISCONSIN →

The Van Inland Company, Portsmouth, O., announced it plans to erect a hardwood mill to utilize a branch factory near Okauchee, Wis., to produce hardwood ties and other material for the lumber trade in Ohio. Similar work is being started in Michigan, and is expected to be opened in 1919.

The Mackinac Island Lumber Company, Kenosha, Wis., has announced it will erect a saw mill on Mackinac Island, Mich., to handle about 82,000,000 feet of lumber a year. The project is being developed by the Mackinac Island Lumber Company, Kenosha, Wis.

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Lenox Lumber

OAK

POPLAR

HARDWOODS

Soft
Texture

Perfect
Manufacture

Creamy
Grades

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PITTSBURGH, PA.

Brown Brothers Company

“Buttcut” Brand

HICKORY
Oak and Ash
Dimension Stock for
All Purposes

Gainesville and Guntown Florida
Union & Planters Bank Bldg., Memphis, Tenn.

General Sales and Export Office
11 Broadway, New York City

The Wagon Pattern Company, 126 Clinton street, Milwaukee, will erect a new truck and mill factory addition, 79x70 feet, on Clinton, near 12th street, at an estimated cost of \$30,000.

Apparatus and equipment in the new Milwaukee County House of Correction, in the town of Granville, near North Milwaukee, will be supplied with steel safety devices on order of the Industrial Commission of Wisconsin. The principal shops are the chair and woodworking factories of Frank O. Philips is country clerk and receiving bills for the establishment.

The Wisconsin State of the Wisconsin Coach Company of Ozaukee county, Wis., a subsidiary of the Wisconsin Chair Company, Sheboygan and 1217 W. St. Paul, Wis., has been changed to United Phonographs Corporation, Chicago, Ill. A considerable part of the capacity of the Fort Washington and Sheboygan plants of the Wisconsin Chair Company has been used for more than eighteen months to the manufacture of talking machines and records, and the changes in corporate style will give the plant of this division proper identity. Otherwise there is no significance in the changes.

The Standard Manufacturing Company, Appleton, Wis., has been awarded a new woodworking plant (costing about \$75,000, the general contract for which is in the hands of Henry Spangler, 805 Center street, Appleton, Robert O. Schmidt is receiver of the company.

The Sawyer-Croftman Company, the J. W. Wells Lumber Company and the Spies-Thompson Company, the principal sawmill concerns of Marinette, Wis., and Menominee, Mich., have voluntarily increased the wages of all men 25 cents a day. The advance affords a total of more than 900 men and will cover the entire month of April. The minimum wage in the three plants goes to \$2.75 a day by virtue of the raise. Other employers in the Twin Cities are expected to do likewise.

Spring showers last week put an end to forest fires in the vicinity of Glidden, Wis., which for several days threatened to assume serious proportions. So far as known, no other forest fires of consequence have broken out in northern Wisconsin so far this year.

The Michigan Hoop & Stave Company, Marinette, Wis., is being rehabilitated by Marinette and Sturgeon Bay (Wis.) capital, which will provide ample working funds so that the plant on Witbeck island may resume operations shortly. The factory has been closed for the past year, since the death of Oscar Lyon, Menominee, chief owner, and the company has been in liquidation.

Henry McGinn, Chippewa Falls, Wis., has practically finished the logging of pine and other softwood timber in the vicinity of Glidden, Wis., and is beginning next fall will log the extensive stand of hardwood timber in this district. During the past winter Mr. McGinn logged 2,000,000 feet of white pine, the last of this grade in the vicinity. All hardwood has been left standing until the softwoods were logged.

The Kolberg Lumber Company has placed its big mill at Antigo, Wis., in full operation for the spring and summer season. The mill is not equipped for winter sawing. The season's production is not expected to exceed more than 70 per cent of normal, due to the reduction of log input by reason of labor shortage and extreme weather.

The Colby Cheese Box & Sile Company, Colby, Wis., has completed its season's sawmill run and as usual the mill will be closed until fall. The mill production during the winter was somewhat larger than normal because of the urgent demand for box veneers, sile staves and other material.

Fire believed to have been of incendiary origin was discovered in a pile of green hardwood blocks at the plant of the Appleton Toy & Furniture Company, Appleton, Wis., at 3:30 o'clock in the morning, but extinguished with only a nominal loss by the night watchman. A similar attempt to destroy the factory was made several nights before. The state fire marshal's office and local police are making an investigation.

The John Schroeder Lumber Company, Milwaukee, resumed operations of its big sawmill at Ashland, Wis., on April 15, and expects to maintain continuous running until Chequamegon Bay freezes next fall. Nearly 500 mill employees of last season were back on the job when the mill opened, but the company is not planning to run a night shift this season because of the lack of men, car shortage and other conditions regarded as unfavorable to maximum capacity production.

The Rice Lake Lumber Company, Rice Lake, Wis., encountered slight car trouble recently when the teamsters demanded extra pay for caring for their horses on Sundays. The trouble has been adjusted to the mutual satisfaction of the company and men, and the interruption of operations was but a day's.

The St. Croix River Boom Company, Hudson, Wis., is operating a considerable number of portable sawmills along the St. Croix river to convert the logs into marketable lumber. It is estimated that there are at least 50,000,000 feet of logs at the bottom of the St. Croix which the company expects to recover and saw during the next few years.

George Wunderlich, Antigo, Wis., bid in the property of the defunct C. H. Kras Lumber Company of that city at the public sale conducted by T. J. B. Co. on April 13. The plant and real estate brought \$22,000 at the commencement, which brought the stock to \$8,700. The lumber in the yard was bid in for \$2,500, and the office fixtures at \$250. The sale is subject to confirmation by the referee in bankruptcy.

Manufacturers and business men of Milwaukee on April 15 established the Milwaukee Industrial Bureau at 906 F. street N. W., in Washington,

Dr. C. S. Steingard, Detroit, Mich., has secured a contract for the construction of a new plant for the manufacture of rayon. The plant is to be located at the site of the old rayon plant, and is to be built on a site of 100 acres. The cost of the plant is estimated at \$300,000. The plant is to be built on a site of 100 acres. The cost of the plant is estimated at \$300,000.

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Wistar, Underhill & Nixon

Real Estate Trust Building
PHILADELPHIA, PENNSYLVANIA
CHOICE DELTA GUM Dry and Straight

FOR SALE HUNTSVILLE LUMBER COMPANY

All machinery and equipment, lathes, pulleys, etc., 7 ft. Clark Hand Mill; 5 boilers, engines, dry kilns, also hardwood flooring plant. Will sell as a whole or separately. For full list of machinery and prices, apply to S. Fletcher, Trustee, Decatur, Ala.

WE MANUFACTURE bandsawed, plain and quarter sawed WHITE AND RED OAK AND YELLOW POPLAR

We make a specialty of Oak and Hickory Implementation, Wagon and Vehicle Stock in the rough.
—Your inquiries solicited—
ARLINGTON LUMBER CO., Arlington, Kentucky

The Hardwood Market

< CHICAGO >

News of the conclusion of plans for a new arrangement of construction of freight cars naturally brought considerable attention to Chicago lumbermen, as inevitably Chicago district must furnish a substantial part of this output. Also news that more vessels coming toward the building of big ship yards and a large number of sailing vessels in this territory able to the loading of lumber. A well known group of men work developed in plans for the importation of sawed lumber part of work among furniture men in this district, as the lumber makers taking on part of the business in the Chicago territory, and a good many thousands of feet of suitable lumber.

The local trade also was able to find a good reason for encouragement at the meeting of the furniture manufacturers here last week. The report is a solid optimism and a staunch holding of prices in all grades. A good deal of thick oak has been marketed, new arrivals and all prices considerably above those recommended by the association committee. In fact, local wholesalers even have had to start going more for certain of these specialized items than is recommended by the committee, and when their profit is added to their paying price, the result shows substantially above the figures the committee is fighting for, strenuously.

While local trade has been optimistic for some time, it has not for a considerable stretch had such definite reasons for being secure as exists right now.

< BUFFALO >

The hardwood trade is on a feet, and although it would be better if it were possible to make a few more, it is not a bad way. But a great deal of thick oak has been marketed, new arrivals and all prices considerably above those recommended by the association committee. In fact, local wholesalers even have had to start going more for certain of these specialized items than is recommended by the committee, and when their profit is added to their paying price, the result shows substantially above the figures the committee is fighting for, strenuously.

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< PITTSBURGH >

The general public here is not so much interested in the hardwood trade as it is in the softwood trade. In general, the hardwood trade is not so active as the softwood trade. In general, the hardwood trade is not so active as the softwood trade.

PALMER & PARKER CO.

TEAK MAHOCANY EBONY
ENGLISH OAK DOMESTIC
CIRCASSIAN WALUT VENEERS HARDWOODS
103 Medford Street, Charlestown Dist.
BOSTON, MASS.

Plain & Qtd. Red & White

OAK

AND OTHER
HARDWOODS

Even Color

Soft Texture

MADE **(MR)** RIGHT
OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO.

(INCORPORATED)
CINCINNATI, OHIO

Jackson & Tindle

ELM and BIRCH

4 4 to 12 4 All Grades
Well assorted stock

4 4, 5 4, 6 4, & 8 4 No. 3
Hardwood

MILLS at PELLSTON, MICH.
MUNISING, MICH.
JACKSONBORO, ONT.

Main Office
BUFFALO, N. Y.

Send your inquiries to

SALES OFFICE: 303-304 Murray Building
Grand Rapids, Mich.

where near enough oak now to supply the market. Mining stocks are not in such active demand as a few weeks ago, chiefly because operations have had to be curtailed somewhat on account of the scarcity of labor. Yard trade is very poor. Only those retail concerns who are making a specialty of industrial trade seem to be able to pick up any good orders for hardwood at this time.

< BOSTON >

The market is now subject to extreme limitations as to available stock and very short delivery facilities, but it is also confronted with a heavy demand, which has continued to expand all over the list. Buyers take immediate interest in anything offered, especially native stock if it can be or has been saved long and thick. Oak from 2 inches to 6 inches thick is largely called for and extended producing mills are starting up all over New England. The whole coast in the northeast is dotted with new ships under construction, and as the season for pushing outdoor work is here the amount of stock required for this purpose alone is bound to be well up in the millions. Many wagon firms are now on war work and need native oak and hickory to fill their wants over and above what can be got through from the West. In fact, the trade agree that there is every evidence of a sustained demand for hardwood for some time to come.

< BALTIMORE >

The statements of hardwood men here as to the condition of the trade show much variation, some of the dealers and manufacturers reporting that they have plenty of orders and are in fact doing the largest business in their history in spite of the difficulties experienced with regard to transportation, while others say they find the impediments in the way of the distribution for much and have experienced a material curtailment. All agree, however, that it is not in the least hard to get orders and that the prices offered are very attractive. Under existing conditions the hardwood sellers do not find it necessary to send out salesmen, inquiries coming in freely enough, and the only problem being to make delivery. In this respect many members of the trade are undoubtedly up against it. They also are under the necessity of making frequent changes in their methods. The old lines are more or less unsettled, and it will not do to depend upon the former avenues of distribution. The business has undergone decided modification, some of the former large consumers of hardwoods now having few needs or engaging in activities that call for the use of other materials. The specifications of the stocks called for, furthermore, have been altered, various new requirements having been developed that demand readjustments. To the credit of the trade it is to be said that the members meet the altered conditions quickly enough and that they are taking care of the special necessities to which the existing situation has given rise in a thoroughly competent way. The uncertainty about delivery, of course, does much to keep prices high and send them to even more advanced levels. The necessities of buyers become very imperative in many instances, and the price is often no object with them as long as they can get what they want. It does not appear that there are large accumulations at the mills, which are working often with reduced forces, and also face rates of wages that add largely to the cost of production. All of the woods in general use are affected by the rise in the quotations, and it does not seem as if the limit had been reached. In not a few instances the government steps in and takes up stocks under orders to buyers and awaiting shipment, so that the dealers and the users involved experience serious embarrassment. The requisitioning of hardwoods, however, is far less in evidence than the taking over of yellow pine stocks, and the members of the hardwood trade as a class may be said to control the business to a gratifying degree.

< COLUMBUS >

Activity prevails in the hardwood trade in central Ohio territory. Buying on the part of factories is the best feature, although there is considerable buying by retailers. On the whole the tone of the market is good and prospects continue bright in every respect. Lumbermen believe that the high prices will prevail during the summer and that quotations will seek higher levels.

Manufacturers and jobbers of hardwoods are using every means possible to supply their customers at this time. Practically every order booked is accompanied with a request for hurried shipment. This fact, coupled with the congestion on railroads and frequent embargoes, makes the shipping departments busy places these days. Weather conditions during the spring have been favorable for the early starting of building operations, and that fact has been reflected on the hardwood industry. Manufacturers of boxes and implements are the best customers. Some buying is reported also from furniture and vehicle factories.

Prices are firm all along the line and all recent advances have been maintained. Quartered oak is especially firm and the new levels were accepted without a murmur. Plain oak stocks also are strong, and the same is true of chestnut and poplar. Basswood is strong, especially for boxes and crates. Other hardwoods are unchanged from a fortnight ago.

Most of the lumbermen in hardwoods report a better shipping movement during the past few weeks. This is due to a better car supply in certain hardwood producing sections. On the other hand embargoes are often announced without warning and shipments are thus held up

E. A. Mercadal Lumber Co.

WHOLESALE AND COMMISSION
953 National Life Bldg., CHICAGO

Northern Hardwoods

3 cars 8/4 No. 1 Com. &
Better Birch

2 cars 6/4 No. 1 Com. &
Better Birch

5 cars 1" No. 3 Maple

1 car 1" No. 2 Birch

1 car 6/4 No. 2 Com. Oak

1 car 4/4 No. 2 Com. Oak

Southern Hardwoods

1 car 4/4 Fas Tupelo Gum

1 car 4/4 No. 1 Common

Tupelo Gum

2 cars No. 2 Merchantable

Hemlock

2 cars 1x4 Merchantable

Hemlock Strips

1 car 1" Fas Basswood

Strips

The Tegge Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties

OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

CINCINNATI

Hardwood Manufacturers and Jobbers

OHIO VENEER COMPANY
Manufacturers & Importers FOREIGN VENEERS
2624-34 COLERAIN AVENUE

C. CRANE & COMPANY
Manufacturers of Hardwood Lumber, Oak & Poplar especially
Our location makes possible quick delivery of anything in timber and hardwood
lumber

Indefinitely. Retail stocks are being maintained at a level sufficient to accumulate a surplus before the season is over. There is considerable demand for the material.

< CLEVELAND >

While building conditions for the present month are somewhat better than during the fortnight. The principal activity is in the construction of the new munitions of all kinds. On account of the higher cost to the factories and the short supply of other materials as heretofore mentioned, it has been quite generally developed an extra demand for the material. This material has been used to a large extent in this mill construction in various places. The demand for oak flooring is noted here as being about 1851 per thousand. There is not a surplus of this material, account of this material being held in stock. The supply of the advance in price of oak flooring is 40 cents per hundred feet in demand, because the amount of demand for this material is holding back the principal supply of the material. Maple flooring is a bit more active than in the past few months. This material and there is not a surplus of this material. It is a better outlet for maple in large quantities. The price of ash, which is higher in the same place, is also noted from the views of purchasers. Maple being a sought after material, it appears. This condition is soon met in a wide range of other hardwoods. It is looked upon as being quite as steady as other hardwoods are moving slowly, only nominal business is being done. Prices have not changed.

< INDIANAPOLIS >

General improvement is reported in the hardwood situation by the trade in central Indiana. The demand continues satisfactory and there has been some improvement in the rail situation. Considerable trouble is resulting from the labor shortage, but taken as a whole the general situation is more encouraging.

The government continues the biggest factor in buying and the demand seems to increase steadily. The Indiana trade frankly expects that government requirements will continue to grow heavier as the buying centers are forced farther inland by reason of the fact that the seaboard markets will experience greater difficulties in supplying the demand, especially for the ship building trades. The number of government subcontracts in this territory is increasing steadily.

There has been a loosening up in the embargo situation to the extent that the trade has found conditions much improved in the East. The chief cause of difficulty at this time is the shortage of logging cars, although this condition has been improved. Manufacturers are anxious to get a reserve supply of logs on hand and as a result are very active in the buying of timbers.

Mills, especially in the smaller manufacturing centers, are finding it increasingly difficult to keep their working forces intact, but the manufacturing interests of the state are uniting to conduct a campaign to cause labor to remain at home in order that the general manufacturing situation may not become more unsettled.

The demand is excessively heavy for the heavy stocks of oak, ash and hickory. The demand for walnut is heavy, as well as for gums.

< EVANSVILLE >

The hardwood lumber manufacturers of this section say that trade continues very good with the hardwood mills in many sections running on good time. In Evansville the up-town mills are being operated on full time, while the river mills remain closed. General trade conditions in this section are better now than they have been for some time. Farmers are unusually busy and have about finished planting their oats and much corn also has been planted. The acreage of corn to be planted in southern Indiana, southern Illinois and northern Kentucky this spring will be the largest in many years, it is estimated. Manufacturers still complain of the car and log situation, although it is better than it was a few weeks ago. Logs are coming in freely, although some of the mills report that they only have a short supply on hand. Prices on logs are high. River mills have liberal supplies of logs along rivers in Poland and Warren rivers and can be brought to Evansville at any time. The river mills have not been operated for several months past and it is not known at this time when they will start up. The demand for the best grades of hardwood lumber remains good, the kinds needed by the federal government in the manufacture of war materials being in especially good demand. Prices are holding firm with an upward tendency, especially in lumber in demand for some time past, but is now showing signs of picking up. Quality white oak is strong and hickory ash, cottonwood and poplar are most being holding their own. Most of the wood manufacturing forces in the city are being operated on steady time. The planing mills have been doing a nice business in the south and southwest. Lumber factories situated in the first of the year have not run as steadily as they did during the first

The following stock is in excellent condition, ready for immediate shipment

4 1/2"	A 1/2" S&E
4 1/2"	A 1/2" DRY
4 1/2"	A 1/2" BLD
4 1/2"	A 1/2" S&E 2M
4 1/2"	W 1/2" LUM
4 1/2"	A 1/2" BLD 1/2"
4 1/2"	A 1/2" BLD 1/2"
4 1/2"	A 1/2" P 1/2"
4 1/2"	A 1/2" BLD 1/2"
4 1/2"	B 1/2" H
4 1/2"	B 1/2" H
4 1/2"	A 1/2" MAPLE
4 1/2"	A 1/2" MAPLE
4 1/2"	A 1/2" MAPLE
4 1/2"	A 1/2" MAPLE
4 1/2"	A 1/2" MAPLE
4 1/2"	A 1/2" MAPLE
4 1/2"	A 1/2" SOFT MAPLE

IDEAL
HARDWOOD
SAWMILL



Are putting in pile every month two and one-half million feet of choice Northern Michigan Hardwood

Stack Lumber Company
Masonville, Michigan

Walnut
Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience

IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

FRANK PURCELL
515 Dwight Building, KANSAS CITY, MO.

Swain-Roach Lbr. Co.

SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

1 car 6 4 Hard Maple, 3 cars 8 4 Hard Maple; 1/2 car 10 4 Hard Maple; 1/2 car 10 4 Soft Maple; 1/2 car 10 4 Plain Oak; 1/2 car 12 4 Plain Oak; 1 car 8 4 No. 2 cove. Gum; 1 car 4 4 No. 1 cove. and better quantities Red Oak; 1 car 3 8 1st and 2ds Plain Oak

At Two Band Mills

**STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT**

BLISS-COOK OAK CO.

BLISSVILLE, ARKANSAS

MANUFACTURERS

Oak Mouldings, Casing, Base and Interior Trim. Also Dixie Brand Oak Flooring.

As Well As

OAK, ASH and GUM LUMBER

Can furnish anything in Oak, ash dried or kiln dried, rough or dressed

MIXED ORDERS OUR SPECIALTY

Always "On Hand"

150,000 Square Miles
of Good Timberland

Of course neither James D. Lacey & Company nor anyone else can afford to own and hold any such area—we wish merely to express roughly the completeness of our facilities. It's either own, hold option on or "know about" the best purchases of whatever size, kind and location you may want in that best of sure-profit investments—sure profit, that is, if you buy right and get what you pay for.

As by far the largest timberland factors in the world, James D. Lacey & Company are nearly certain to be in touch with any worthy possibilities, and their 38 years' experience of success plus their large resources is assurance of satisfaction and equity to all parties.

James D. Lacey & Co.
INTERNATIONAL TIMBERLAND FACTORS
EST. IN 1880

CHICAGO
1750 McCormick Bldg.

NEW YORK
24 East 42nd Street

SEATTLE
626 Henry Bldg.

spending the period last year. Chair and desk factories are running on fair time. Wilson and buggy factories report a steady business. Building operators have not improved to any great extent during the past month.

MEMPHIS

The position of hardwood lumber is described as quite healthy by members of the trade here. Most of the manufacturers and distributors report that they are able to dispose of what they have to offer and that they are finding outlets for quantities of lumber. Some of them are cutting new in selling lumber which has been in rather modest request for the past year or more, while others are so fortunate as to have their output sold some time ahead. The call is notably strong for the lower grades of cotton wood and gum, and the position of these items is exceptionally firm. The saw manufacturers are doing the largest business in their history and they are finding difficulty in securing all the stock they need. Prices, it is needless to say, show an advancing tendency under such strained relations between supply and demand as now prevail. Cottonwood in firsts and seconds and in box boards moves well and there is a very satisfactory call for the higher grades of sap gum. There is some irregularity in the movement of red gum in firsts and seconds, but some members of the trade report a very good volume of business therein. Quartered red oak is offering in limited quantities and is being produced in but a modest manner. Quartered white in the higher grades is in excellent request and the movement is large. There is also a good demand for oak veneers of high grade. The movement of ash in all grades and in stock one inch and thicker is quite as full as offerings will allow. There is also a good demand for hickory in practically all dimensions. The demand forypress is reported good for all grades, while the movement of poplar is described as reasonably full. There is irregularity in plain oak in No. 1 common and better. Some manufacturers say they are finding a ready demand for all they have to offer. Others report only a moderate inquiry and movement at the moment.

LOUISVILLE

The general market is good with practically no change in fundamentals. Cars are in better supply, embargoes easier, and many old orders are being moved out. Lumbermen are not taking any future business to speak of, due to traffic conditions, labor conditions, etc. Jobbers have been stung frequently of late in taking orders which could not be filled at the price, and where the stock is not on hand are being very careful in accepting orders. The principal demand continues for thick stock of oak, ash and hickory, with some gum moving, gum active, mahogany and walnut active for government use, and a steady demand for poplar of all kinds. No. 1 common poplar and all low grades have shown much activity. Ash is good in almost any grade, 10 4 and thicker firsts and seconds having been selling at \$115 to \$125, with No. 1 common in the same thickness at \$90 to \$100. Other top prices are as follows: Inch firsts and seconds, oak, 805 plain; poplar, 4 4 firsts and seconds, \$68 to \$70; 4 4 No. 1 common, \$40; 6 4 No. 1 common, \$45; 6 4 firsts and seconds, \$72. General commercial demand has been showing some improvement, but is not especially active. However, no wood is going begging, and any grade or thickness can be sold with comparative ease. Generally speaking the market is in good shape, with indications of a steady run of good prices and active business.

ASHEVILLE

Very little lumber is moving from this territory to eastern markets; practically none, even on permit, besides orders intended for the government. The Southern railway, lumbermen say, is slow to move general order shipments though these be accompanied by permits from the railway committee. The state furniture trade is brisk.

MILWAUKEE

It is already becoming apparent that few mills in northern Wisconsin and Upper Michigan will be able to operate night shifts during the summer sawing season now opening, due to the fact that the labor cannot be obtained for the extra shift, and other conditions, such as the continued shortage of cars, will make it inadvisable to seek an unusually large production of lumber. There are, of course, a considerable number of mills which have been working twenty-four hours a day all during last winter, and probably will find it possible to continue capacity operations throughout the summer, but on the whole mill owners consider themselves "fortunate" if they procure sufficient men to run a day shift alone.

The demand for northern hardwoods continues active, and the speeding up of the airplane programme and other forms of war activity involving lumber is already having a noticeable effect upon the industry in this section. The requirement of airplane stock, however, appears only to be in its infancy, and hardwood lumber manufacturers in the North expect to have their hands full for months to come in attempting to fill all needs.

Buying by makers of furniture, talking machines, etc., continues on a fairly big scale. The talking machine industry, especially is experiencing a remarkable growth and the production of phonographs continues to furnish furniture makers with an excellent "filler" of capacity that may be used to meet war conditions.

Prices are generally held in practically all divisions of the hardwood market, but are generally being held below demand.

CLASSIFIED ADVERTISEMENTS

Advertisements will be accepted in this section at the following rates:

For one insertion 25c a line
For two insertions 40c a line
For three insertions 55c a line
For four insertions 65c a line

Eight words or thirty length make one line. Headings counts as two lines.

No display except the headings can be ad method.

Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYES WANTED

WANTED—TWO EXPERIENCED

hardwood salesmen, one for western trade and one for southern-trade, by a manufacturing concern owning and operating several large band mills, producing all kinds of hardwoods in southern states.

Good opportunity for two high-class men. Address, "BOX 45," care HARDWOOD RECORD.

WANTED

Band sawyer (Sawle Feed), gang edgerman and block setter. Write giving experience, references and wages wanted. MOGG LUMBER COMPANY, Bloomington, Indiana.

WANTED

Boat builders, cabinet makers, joiners and good first-class house carpenters for government work. Our shops are sanitary, well ventilated, steam-heated, and the working quarters are excellent. Port Clinton is located on the shore of Lake Erie, midway between Toledo and Cleveland, on the main line of the New York Central Railroad. Non-union shop. We offer good wages, steady work and transportation will be refunded. Write us if you want a good job with good pay. THE MATTHEWS BOAT CO., Port Clinton, O.

EMPLOYMENT WANTED

OPEN FOR POSITION

Young man thirty-two years old with twelve years' experience in the hardwood business, inspecting, buying and selling, wishes to connect with a good hardwood firm in capacity of assistant sales manager or combined office and road man. Address, "BOX 47," care HARDWOOD RECORD.

HARDWOOD SALESMAN DESIRES

position. An experienced, high-grade salesman desires to represent in Philadelphia and surrounding territory sawmills, manufacturers or large wholesale firm on a commission basis. Address, "BOX 48," care HARDWOOD RECORD.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Plaqu, Ohio.

LOGS FOR SALE

15 M. FEET CHOICE WALNUT LOGS

Will saw to suit purchaser. Good lengths. Don't care to sell in lot. BROWN & HARRIS LUMBER COMPANY, Holmesville, O.

TIMBER ESTIMATING

TIMBER ESTIMATING—LOGGING ENGINEERING

My reports cover every phase of timberland development. My cruisers and estimators are experienced in tropical timber as well as that of the U. S. and Canada.

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White oak timber, 12 to 24' square, 12 to 24' long. Will saw special sizes to go with these if desired. BROWN & HARRIS LUMBER COMPANY, Holmesville, O.

TIMBER WANTED

WANTED

To buy in Arkansas and Missouri two or three tracts of timber of 100 to 500 acres each. State kind of timber, best price and terms.

Wanted

To buy in Alabama two or three tracts 500 to 2000 acres each Oak timber.

Wanted

to buy 500 to 1000 acres Oak timber in Kentucky and Tennessee.

FRAMPTON-FOSTER LUMBER CO.,
Pittsburgh, Pa.

TIMBER LANDS FOR SALE

FOR SALE—10,000 ACRES

strictly virgin mountain hardwood timber and land. Cruisers report 170,000,000 feet in all, 120,000,000 best White Oak, 25,000,000 best Red Oak, 25,000,000 of Hickory, Walnut, Gum, Ash, Cherry and Linden. In Ozarks of northwest Arkansas, 4 miles of Price Co. Rd. at Pettigrew, Ark., only \$12.50 acre in fee. Full information given by J. B. Drury, Room 210 Granite Bldg., St. Louis, Mo.

TEN TO TWO HUNDRED MILLION

As desired. Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, See Line, Minneapolis, Minn.

TIMBER LANDS FOR SALE

Located in Caldwell County, N. C., consisting of oak, poplar, white and yellow pine, hemlock and chestnut. For particulars address WILSON LUMBER & MILLING CO., Scranton, Pa.

Notice to All Tie & Timber Operators FOR SALE

12,171 acres hardwood timberlands in Louisiana, first-class Cross Tie proposition. This consists of 53,000,000 ft. oak, ash, elm, cypress and hickory, 2 miles from railroad. Price \$12.50 per acre. Write B. E. P., Baton Rouge, La.

LUMBER WANTED

WANTED FOR CASH

10 cars 10/4 green Hard Maple. Delivery within 30 days. JOHN E. SHAPER HARDWOOD CO., South Bend, Ind.

MANUFACTURERS—TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.

E. H. CATTIN CO.,
Equitable Bldg., Wilmington, Del.

WANTED

Oak cross ties, switch ties, car stock, planking, etc. Oak, ash, hickory, gum and poplar, all thicknesses and grades. We are constantly in the market for material of this kind, also wagon dimension stock, long oak timber sawed and hewn, both red and white oak, inspection as loaded; payment at car side. What have you to offer? Write nearest office. W. B. CRANE COMPANY, Chicago, Ill., P. O. Box 67, Ashland, Ky., Jonesboro, Ark.

WANTED TO BUY

Hard and soft wood Slabs and Edgings, 12", 16", 24", 30" and 48" for fuel wood. Also Charcoal. Write COVEY BURHAM COAL CO., 431 S. Dearborn St., Chicago.

LUMBER FOR SALE

FOR SALE—GUM

10 cars 6/4 FAS Sap Gum.
10 cars 6/4 No. 1 Com. & Bet. Red Gum.
GIBSON-DOUGLAS & GRAY, Monroe, La.

FOR SALE

30 M. feet No. 1 Com. & B. 10 4, 12 4 & 16 4, 12, 14 & 16" Red and White Oak, green.
2 cars Ash. Will cut to thickness desired. Log run. All checker logs.
40 M. feet No. 2 Com. & B. 4 Chestnut. Good lengths. Very few worms. Bone dry.
1 car 4 4 Poplar. No. 2 Com. & B. Will sell on grades. Good widths & lengths. All bone dry except 3 M. feet.
BROWN & HARRIS LUMBER COMPANY,
Holmesville, O.

WE ARE MANUFACTURING

band and circle sawed Hard Maple and Beech, also some White and Red Oak, Hickory, Elm, Ash and Walnut lumber. We would like to have specifications on requirements and best net cash prices, f. o. b. cars. Bloomington for lumber to be taken up green. MOGG LUMBER COMPANY, Bloomington, Ind.

FOR SALE

Several carloads of thoroughly dry, clear redwood boards, any width up to 16" and any thickness. Large stock so prompt shipment is assured. Write THE PACIFIC LUMBER COMPANY, 3612 So. Morgan Street, Chicago, Ill., for further particulars.

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Loans to lumbermen or timber owners negotiated with the precision of practice which results from 25 years experience.

Long or short terms. Amounts from \$50,000 up, as conditions warrant.

James D. ...
TIMBER LOANS

332 South Michigan Avenue, Chicago

OAK—PLAIN

FAS. RED, 1 1/2" x 4" & 1 1/2" x 6" kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.
 SWD, 1 20" x 1", HOFFMAN BROS. CO., Ft. Wayne, Ind.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced THE DEAN-SPICKER CO., Chicago, Ill.
 FAS. WHITE, 1/8", 6" & up, 12 to 16, kiln dried; FAS. WHITE, 1/20", 1 1/2", 6" & up wide, 8" & up long, kiln dried, sawed. EVANSVILLE VENEER CO., Evansville, Ind.
 SWD, 1 20" x 1", HOFFMAN BROS. CO., Ft. Wayne, Ind.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

CLEAR 1 8", 12 to 18", 14", kiln dried EVANSVILLE VENEER CO., Evansville, Ind.
 ANY thickness, any size, rotary, QTD, cut or sliced. PENROD WALNUT & VENEER CO., Kansas City, Mo.

WALNUT

ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.
 1 1/2" x 1", HOFFMAN BROS. CO., Ft. Wayne, Ind.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
 SL. & RTRY. CUT. HUBBLESTON MARSH MAHOGANY CO., Chicago, Ill.
 ANYTHING in walnut veneer, p. & fig rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BAKING**GUM**

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PANELS AND TOPS**BIRCH**

STOCK SIZES, 1 1/4, 5 1/2 & 3 3/4", good 18 and 28. HUBBLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD. FIG. any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
 STOCK SIZES, 1 1/4, 5 1/2 & 3 3/4", good 18 and 28. HUBBLESTON-MARSH MAHOGANY CO., Chicago, Ill.

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ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
 PL. & QTD. 1 1/4, 5 1/2 & 3 3/4", stock sizes good 18 and 28. HUBBLESTON-MARSH MAHOGANY CO., Chicago, Ill.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

NORTHERN MANUFACTURERS**Ahnapee Veneer & Seating Co.**

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
 VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

We Offer for May Shipment

40,000' 4 1/2 No. 1 C. & B. End Dried White Maple
 45,000' 8 1/2 No. 1 C. & B. End Dried White Maple
 10,000' 5 1/2 No. 1 C. & B. End Dried White Maple
 60,000' 6 1/2 No. 1 C. & B. End Dried White Maple
 150,000' 1x6" up No. 1 C. & B. Hard Maple
 250,000' 4 1/2 to 18 1/4 No. 2 C. & B. Soft Elm
 40,000' 4 1/2 No. 2 C. & B. Birch
 113,000' 8 1/2 No. 2 C. & B. Beech

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Manufacturers "IMPERIAL" Maple Flooring

East Jordan

Michigan

ATTENTION**"CHIEF BRAND" Maple and Birch Flooring**

2,000,000 feet in all standard widths, grades and thicknesses, carried on hand at all times to supply your needs promptly.

Kerry & Hanson Flooring Co.
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We are members of the Maple Flooring Manufacturers Assn

VON PLATEN LUMBER CO.

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**Manufacturers of
NORTHERN HARDWOODS**

75 M ft. of 4 1/2 No. 1 Com. & Btr. Birch
 150 M ft. of 4 1/2 No. 1 & 2 Com. Birch
 100 M ft. of 5 1/2 No. 1 & 2 Com. Birch
 75 M ft. of 5 1/2 No. 1 Com. & Btr. Birch
 100 M ft. of 6 1/2 No. 1 Com. & Btr. Birch
 100 M ft. of 8 1/2 No. 2 Com. & Btr. Birch
 60 M ft. of 10 1/2 No. 1 Com. & Btr. Birch

SECURE BETTER PRICES

AT LESS SELLING COST BY REACHING MORE CUSTOMERS. HARDWOOD RECORD PUTS YOU BEFORE THEM ALL TWICE A MONTH.

ASK US ABOUT IT

\$200.00 FREE




50.00 for 1st prize
40.00 for 2d prize
30.00 for 3d prize
20.00 for 4th prize
10.00 for 5th prize
5.00 each for next ten best.

Desiring to give every present user of the HILL STEAM NIGGER the benefit of the accumulated experience of its many operators, we have decided to pay the prizes above mentioned for the best articles submitted in writing, stating: (a) how you secure the best results in its use; (b) the methods and practices you employ in keeping the HILL NIGGER at its highest operating efficiency; (c) how you insure its long life and hold repair expense at a minimum.

For Your Guidance in Offering Contribution

In writing your letter, please keep the thought in mind that you are doing so for the benefit of the entire trade, as well as yourself, as we intend to use the information you and others give us to compile a book of information for HILL NIGGER users.

Do not be concerned as to your grammar, as what we are looking for is information, and the articles

will be judged on a basis of the value they represent to the Sawyer's Fraternity.

The only requirements are that your article be in our hands by June 1st, 1918, and that it consist of not less than 200 words. Please write on one side of the paper only. Prizes will be awarded and paid by July 1st, 1918, the winner's names and addresses being announced in prominent lumber trade papers.

You certainly can
 get one of these
15 Prizes
 (Contest closes June 1, 1918)



A Chance to Help Your Local Branch of the Red Cross



We will gladly receive letters from anyone (connected with the Saw Mill Industry) bearing, in a general way, on HILL NIGGERS. For instance: (a) cases of extremely long life of a particular HILL Nigger; (b) old experiences in the introduction and use of the early-day Nigger; (c) reasons why the HILL is the favorite Nigger; (d) suggestions as to improvements; (e) discussions as to relative merits of the oscillating and ordinary types, solid forged steel base bars, etc., etc., and will pay to your RED CROSS Branch \$1.00 for each letter accepted.

EVERYBODY KNOWS

EVERYBODY ADMITS

That the
 Hill Nigger
 Is

The Original. We originated it.
The Best. We have had 37 years to make it the best.
The Cheapest. In the long run because of satisfaction secured. In first cost because of our quantity output.
The Simplest. Our experience has shown us how to simplify.
The Standard. Because it is the original, best, cheapest and simplest.

Hill-Curtis Co.

SUCCESSORS TO WM. E. HILL CO., AND CURTIS SAW MILL MACHINERY CO.

1440 N. Sitcher St.

Kalamazoo, Michigan

Southern Branch, Shreveport, La.

Builders of High Class Saw Mill Machinery of Every Type for Mills of Every Size.
 Ask us for name of our nearest representative.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD



Remember—There are more HILL NIGGERS in use than all other makes combined and multiplied by ten.

A floor to adore



For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company

22nd and Throop Sts., CHICAGO, ILL.

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General Offices, 111 W. Washington St.
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BAND SAW MILLS
Wildsville, La.—Vernon, La.—Meridian, Miss.

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Manufacturers and Wholesalers

Southern Hardwoods
and Yellow Pine

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The frequent victim of the counterfeiter

Two Piece
Geometrical
Carter Coin

is in use, the
imitation is
possible.

Sample if you
ask for it.

S. D. CHILDS
& Co.
CHICAGO

We also make Time
Checks, Stencils and
Log Hammers



10,000,000 Ft. Capacity.
"The Big Red Shed"
WILL HANDLE ANY ORDER



Air
Dried

Kilo
Dried

HARDWOODS

W. O. KING & COMPANY
2452 LOOMIS STREET, CHICAGO

SAVE YOUR MONEY BY USING THE

RED BOOK

Published semi-annually
in February and August

It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also operated and the same is open to you. Write for terms.

Lumbermen's Credit Association Estab. 1878

606 So. Dearborn Street CHICAGO Mention This Paper 55 John Street NEW YORK CITY

If you want to reach the wholesale consumers of hardwood lumber throughout the United States, a HARDWOOD RECORD advertisement will do it for you.

If you want to reach the hardwood manufacturers of the United States, a HARDWOOD RECORD advertisement will do it for you.

The HARDWOOD RECORD represents high-class, special, class circulation, with a minimum of waste circulation.

Ask any HARDWOOD RECORD advertiser for experience on results.



"Running Rehaults Thru the Rough"

That's the title of the timely tale which will be the "headliner" in LOGGING for FEBRUARY. It tells how Shep. Bridgewater runs his rehaults thru heavy scrub oak in logging the Groveton Mill of Trinity County Lumber Co. at Groveton, Texas. You should read this story—and all the other good things in this number!

Let us send you a FREE COPY.

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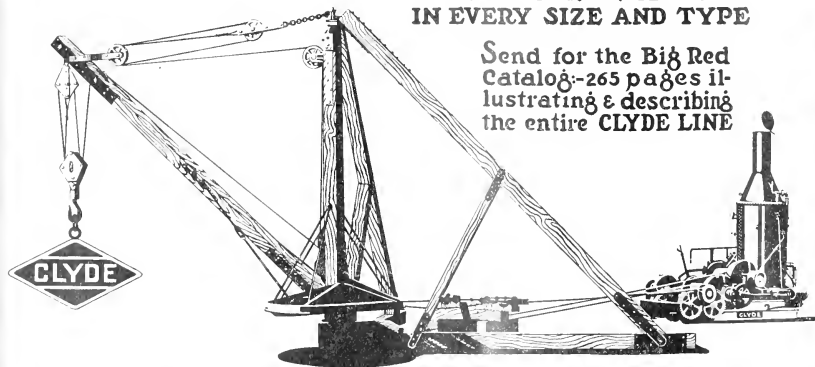
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Send for the Big Red
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ATC

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Patriotism and sound business, indeed, has impelled many woodworkers to take on war orders. Hundreds more will follow.

Unfamiliar methods, requirements and raw materials immediately present problems to the man changing over.

The natural desire is to nullify such effects so far as possible. Our long established and extensive organization can be of great help to you here.

In purchases because our varied and extensive line enables you to centralize your buying.

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In your shop because in our years of operation we have carefully studied the character of each wood and offer that knowledge to you.

Try this combination on

Southern Hardwoods

**Rotary Gum Core Stock and Drawer
Bottoms, Panels and Crossbanding**

SERVICE FROM MILL TO FACTORY

ANDERSON-TULLY CO.

MEMPHIS, TENN.

STIMSON'S MILLS

Four organizations with the single purpose of meeting the wants of the most scrupulous buyer of all domestic hardwoods—

Indiana & Southern Hardwood Lumber and Rotary Veneer

J. V. STIMSON, Huntingburg, Indiana
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J. V. STIMSON HARDWOOD CO.
Memphis, Tennessee, & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of
SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following is a List of a Few of the Items We
Now Have in Stock:

Dry, Ready for Prompt Shipment

COTTONWOOD		OAK	
4 Cars 1" Boxboards, 13" to 17"		5 Cars 1" FAS. Red	
3 Cars 1" Boxboards, 8" to 12"		2 Cars 1" FAS. White	
4 Cars 1" FAS., 6" to 12"		2 Cars 1½" No. 1 C. & Btr. Red	
5 Cars 1" No. 1 Common		5 Cars 1" No. 1 Com. Red	
5 Cars 1½" No. 1 Common		2 Cars 1" No. 1 Com. White	
4 Cars 1" No. 2 Common		5 Cars 1" No. 2 C. Red & White	
2 Cars 1½" No. 2 Common		2 Cars 2½" No. 1 Com. & Btr.	
3 Cars 2" FAS.		Plain Red Oak	
		2 Cars 3" No. 1 Com. & Btr.	
		Plain White Oak	
		5 Cars 2" Log Run Elm	
		5 Cars 1" Log Run Elm	
		3 Cars 1½" Log Run Elm	
		4 Cars 1½" Log Run Elm	
		3 Cars 2" Log Run Maple	
		2 cars 12 4" Log Run Maple	
		2 cars 6 4" Log Run Maple	
		2 cars 5 4" Log Run Maple	
		3 Cars 1" No. 1 Com. & Btr.	
		Sycamore	
		5 Cars 1" No. 2 & No. 3 Com.	
		Sycamore	
		2 cars 2" Select & Better Cypress	

GUM

6 Cars 1" FAS. Sap	
5 Cars 1½" FAS. Sap	
3 Cars 1½" FAS. Sap	
6 Cars 1" No. 1 Common	
5 Cars 1" No. 2 Common	
2 Cars 1½" FAS. Red	
2 Cars 1½" FAS. Red	
1 Car 1½" No. 1 Common	
3 Cars 2" FAS. Qtd. Red	
2 Cars 2" No. 1 Com. Qtd. Red	

Our stock is manufactured from a nice class of timber and therefore runs to nice grade and extra good widths and lengths.

We solicit your request for delivered prices

Little Rock Lumber & Mfg. Co.

LITTLE ROCK, ARK.

IN THE

HEART of the finest HARDWOODS

Saline River Red Gum

Daily Capacity—75,000 Feet

BAND MILL
Little Rock, Ark.

CIRCULAR MILLS
Emory, Ark. Watrous, Ark.

High Grade Plain and Qtd. White and Red Oak, Red Gum, Sap Gum, Cypress, Ash, Hickory, Holly, Elm, Maple, Qtd. Sycamore, Hackberry

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—Prompt Shipments of—
White and Red Oak Car Material

All Lumber Well Manufactured. Dependable Grading

Lidgerwood Portable Skidders and Loaders



Ground & Overhead Systems

We build various sizes and types of these machines to meet requirements of every logging operation

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Originators of Ground and Overhead Steam Logging Machinery
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Hardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, MAY 10, 1918

Subscription \$2.
Single Copies, 15 Cents.



HELP

If you own any Walnut timber or know of anyone who has some suitable for making gun stocks to supply the boys who are going to Europe to fight for

UNCLE SAM

you will render a valuable service to the Government and your fellow Americans by telling us where the timber is located and how to reach the owner.

Walnut gun stocks are urgently needed to complete the necessary rifles for our army. The metal parts are being made on schedule but there is a serious shortage of stocks because the owners of Walnut timber are not offering it for their Country's use.


Our boys must have guns before they can go over and fight.

Tell us of any Walnut timber you know of and we will do the rest.

Let's all work together for the accomplishment of our one great purpose—

WIN THE WAR

Penrod Walnut & Veneer Co.
Kansas City, Missouri



ESTABLISHED 1798

J. Gibson McIlvain & Co.

LUMBER
Hardwoods A Specialty

PHILADELPHIA, PENNSYLVANIA

Manufacturers

Wholesalers

**ROTARY GUM CORE STOCK
CROSSBANDING**

BUILT-UP PANELS and DRAWER BOTTOMS



The Anderson-Tully Company
MEMPHIS, TENN.

Manufacturers of Southern Hardwoods, Veneers and Panels

Thirty years' experience in cutting Rotary—

Timber of the first quality—

Modern equipment—

Thorough and scientific drying—

Staunch crating—

—Thus are we enabled to render you Service—Quality Backed by

THE GOLDEN RULE

Michigan Hardwoods

Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.
Sales Department, Cadillac, Michigan

WM. WHITMER & SONS

INCORPORATED

Manufacturers and Wholesale
dealers of All Kinds of

"If Anybody Can,
We Can"

HARDWOODS

West Virginia Spruce and Hemlock
Long and Short Leaf Pine Virginia Framing

Finance Building PHILADELPHIA

NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

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MAIN OFFICE: PITTSBURGH, PA.

Salt Lick Lumber Co.

SALT LICK KENTUCKY

MANUFACTURERS OF

Eureka
WHITE AND RED

Oak Flooring

Complete stock of 3' 8" and 13' 16" in all
standard widths

Wistar, Underhill & Nixon

Real Estate Trust Building
PHILADELPHIA, PENNSYLVANIA

CHOICE DELTA GUM Dry and Straight

MORE THAN 2,000 LUMBERMEN

HARDWOOD RECORD CHICAGO

BUFFALO

The Foremost Hardwood Market of the East

T. SULLIVAN & CO.
Hardwoods
Ash and Elm
NIAGARA—CORNER ARTHUR

Atlantic Lumber Company
HARDWOODS
WEST VIRGINIA SOFT RED AND WHITE OAK
Our Specialty: West Virginia and Pennsylvania Cherry
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Taylor & Crate
HARDWOODS OF ALL KINDS
A stock of 18,000,000 to 28,000,000
feet of hardwoods carried at all
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Established 50 Years Rail or Cargo Shipments

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HARDWOODS
White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring
955-1015 Elk Street

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OUR SPECIALTY:
QUARTERED WHITE OAK
940 Elk Street

Blakeslee, Perrin & Darling
A Complete Stock of Seasoned Hardwoods
including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.
1100 Seneca Street

BUFFALO HARDWOOD LUMBER CO.
SPECIAL FOR SALE
2" to 4" No. 1 Common and Better Elm
2", 2 1/2", 3" and 4" No. 1 Common and Better White Ash
2 1/2" and 3" No. 1 Common and Better Plain Oak
Hardwoods & Red Cedar
Plain and Qrtd. Oak has been our hobby for years

Yeager Lumber Company
INCORPORATED
EVERYTHING IN HARDWOODS
932 Elk Street

**Standard Hardwood
Lumber Co.**
OAK, ASH AND CHESTNUT
1075 Clinton Street

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.



HOWE LUMBER COMPANY

HELENA

ARKANSAS

Integrity Quality Service Efficiency

THE Howe Lumber Company of Helena, with operations at Wabash, Ark., owns some 8,000 acres of timber similar to that illustrated above. The mill turns out 30 to 35 thousand feet a day of mixed hardwoods, running about 50 per cent oak, the balance gum, ash and elm. The company also manufactures veneer slitches.

The timber is logged by the Howe Lumber Company with its own equipment and track-are, ten miles of rail line being maintained.

The company's plant and timber are located in Phillips county, where there is piled a stock of about 5 million feet. The output is sold through the Howe-Nealy Company of Helena.

The present mill was built in 1907 by two sons of S. E. Howe, founder of the company, there being three of the sons involved in the Howe operation.

W. D. Howe is secretary of the company, O. D. Howe is treasurer and John Howe is president. W. D. Howe is also general manager, while O. D. Howe is manager of the plant.

It is these vital sparks of industry that are keeping the lights burning and the wheels humming at Helena. It was the steadfast adherence to these principles that has made Helena the greatest producing center of Hardwoods and Hardwood Veneers west of the Mississippi river.

The satisfaction of profitable trade binds our customers to us. From all Hardwood consumers who appreciate a product in which these qualities are inherent, we respectfully solicit correspondence.

A. M. Richardson Lumber Co.
Chicago Mill & Lumber Co.
Theo. Fathauer Co.
Penrod, Jurden & McCowen

J. V. Stimson Hardwood Co.
Kurz-Downey Co.
Galloway-Pease Co.
Rex Hoop Co.

Howe Lumber Co.
Archer Lumber Co.
Van Briggles Veneer Co.

A—Manufacturer of Impement Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimension.

"USE OAK"

* Has Individual Display Ad on Page Designated.

(*See page 5)

Long-Bell Lumber Company

Band Saw Operators in Southern Hardwoods
Kansas City, Missouri

A, B, C—
15 years' supply assured by 32,000 acre virgin Sit. France Basin Timber, largely Oak.

Techny Lumber Company,
Manufacturers, Kansas City, MISSOURI

The hardest oak lacks much of being as hard as lignum vitae; the strongest is weaker than locust; the heaviest is lighter than hickory; but in average of good qualities it would be hard to find a wood superior to oak.

We have a fine stock of 4/4 No. 1 Com. Plain White Oak; 4/4 FAS Quarters and 1/2 Com. Plain White Oak. GALLOWAY-PEASE COMPANY, Manufacturer, Poplar Bluff, MISSOURI

The secretest of all the oaks of the United States are believed to be the Garritam oak and the white oak; all known specimens of these two trees could stand on a single acre and still leave considerable ground unoccupied.

(*See page 12)

We carry a complete stock of plain and quartered Red and White oak in all specifications. Our facilities for prompt shipments are second to none. SILKSTEEN, BAKER-MATTHEWS LBR CO., Manufacturer, Chicago, Ill., MISSOURI

Why do your children like Oak best? For the same reason that you did—they know it is not easily scratched or marred. Think it over.

C—
1 car 6/8x12 Special
1 car 6/8x12 Qrd. Red Oak Seat Stock
1 car 6/8x12 Qrd. White Oak Seat Stock
1 car 4/4x12 wdr. Plain Oak
ARK. & MFG. CO., Manufacturer, St. Louis, MISSOURI

A, B & C—
Triple Band of
The Meadow River Lumber Company
Rainelle, W. Va.
Manufacturer High-Grade Hardwoods

For anything in OAK write these representative firms

QUARTERED OAK SPECIALTY Memphis Mill Company

Manufacturer, Memphis TENNESSEE

Practically all the oak cut in Europe, west of Russia, and the Balkans, belongs to a single species, though the qualities of the wood from various regions differ greatly and bear different names.

Specials Dr.
3 cars 4/4 No. 1 Com. Qrd. Red Oak
2 cars 4/4 No. 2 Com. Qrd. Red Oak
BAYOT LAND & LUMBER CO.,
Manufacturer, Cincinnati, OHIO

Machine manufactured oak flooring is a modern invention, but hand-dressed oak has been used for floors since ancient times. Doubt is cast on the wisdom of Solomon because he did not use oak instead of cedar in his temple.

C. Crane & Co. Hardwood Lumber Band Mills at Cincinnati, O.

Botanists who are looked upon as authority in such matters, have agreed to change the book name of Northern red oak from *quercus rubra* to *quercus borealis*.

Manufacturers of Plain and Quartered Oak
also
Oak Timbers and Bridge Plank
SABINE TRAM COMPANY, TEXAS
BEAUMONT.

The largest oaks of the United States are found in California, where they are known as valley oak. Trunks may be from six to ten feet in diameter.

(*See page 68)

Nice stock of dry 4/4, 5/4 & 6/4 Plain Red and White Oak on hand in Buckle's Yard for prompt shipment.
VIRSE STATES LUMBER CO. TENNESSEE
Manufacturer, Memphis

The golden oak which grows in California, is not so named because of the color of its wood, but on account of the yellow fuzz on the under side of its leaf.

B & C—
We Manufacture Hardwood From Pine West Virginia Timber
WAIN LUMBER CORPORATION
Raywood,

There are eight evergreen oaks in the United States, more than half of which are confined to the region, west of the Rocky Mountains.

Several oaks in different parts of the United States are known locally as "rock oak," but that is not the proper name of any.

(*See page 10)

J. H. Bonner & Sons
Manufacturers Band Saw Hardwood Lumber
Memphis, Tenn. Mill: Joquill, Ark.

The pin oak is not so named because it is famous for pins or tree nails, but because its limbs and branches are little swayed or enlargement at their bases, and look like pins driven into the bole or into the larger limbs.

A, B & C—
Carr Lumber Company, Inc.
Baltimore Hardwood
Pisgah Forest, N. C.
Manufacturer

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak.

100,000 ft. 1" 1e & 2d Qrd. White Oak
50,000 ft. 1" No. 1 Com. Qrd. White Oak 8" & wdr.
JOHN B. KANSAS & CO.,
Manufacturer, Nashville, TENNESSEE
Everything in Lumber

The "Conestoga wagons," famous a century ago, and sometimes called "prairie schooners," were made wholly of oak, iron and wire for a quarter of a century of hard usage. They were made at Conestoga, Pa.

A, B & C—
Chas. F. Luehrmann Hardwood Lbr. Co.
Manufacturers and Wholesale Lumber Dealers
St. Louis, Missouri

White oaks ripen their acorns in a single season, while those of red oaks hang on the trees and grow during two summers. They are usually quite small at the close of the first growing season.

Yellow Poplar Lumber Company
Coal Grove, Ohio
Manufacturer

Oak makes the heaviest of bridge timbers or the finest of period furniture. Is there any other wood so versatile?

The color of the artistic English wood known as brown oak is said to be due to incipient decay which has spread through the texture of the wood.

There are no new problems to overcome in curing or caring for Oak lumber. It has been too long used.

A & B—
If you want Sound, Soft Textured White & Red Oak, both in Plain and Quartered, write
DUHLMEIER BROTHERS & CO., OHIO
Manufacturers, Cincinnati

Were all the Oak timber to be destroyed over night the effect on business in general would be chaotic.

The Band Mill, Planing Mill and Dry Kiln of the
Williams Lumber Company
is located at
Fayetteville, Tennessee

Why has Oak always led in offerings at the furniture shows? Ask anyone who sells furniture.

All lumber piled in same length and similarly loaded in cars.
CLAY LUMBER COMPANY, W. VA.
Manufacturer, Middle Fork.

A & C—
Manufacturers of Hardwood Lumber; also Millwork, Finish, Trim and Mill Flooring.
WEST VIRGINIA TIMBER CO., W. VA.
Charleston.

B & C—SPECIAL
5 cars 4/4 1 & 2 & No. 1 Common Red Oak
5 cars 4/4 1 & 2 & No. 1 Common Chestnut
10 cars 4/4 & 5/4 Lbr. Tan Sour Gum
ALTON LUMBER CO.,
WASCT, VIRGINIA

Buckhannon, West Virginia
Oak forests of fully matured trees, bearing perfect acorns, occur in Northern Oklahoma and Southern Kansas, and the tallest of the trees little exceed two feet in height.

(*See page 10)
Goodlander-Roberson Lumber Co.
Manufacturer of Hardwoods
Memphis, Tennessee

Watch the present market for oak—it's getting stronger every day. Time to stock up!

It would not make much difference so far as the song is concerned, but it would satisfy some people's curiosity if the matter could be settled whether the "Old Oakden Bucket" was made of white oak or of red oak.

Any one for full assortment large stock of 10/4 and 12/4 C. & Red Oak; other thicknesses from 4 1/4 to 8/4 in all grades.
FARRIS HARDWOOD LUMBER CO.,
Manufacturer, Nashville, TENNESSEE

The oldest piece of oak shaped by human hands is believed to be an oak canoe discovered a few years ago, buried in mud at the bottom of a river in England, and believed to be 3,000 years old.

For 25 years we have made Oak and still specialize in this, the best of American hardwoods. Our prices, grades and service are worth considering.
LOVE, HOYD & C.,
Manufacturer, Nashville, TENNESSEE

No other wood of the United States is as suitable for quarter sawing as white oak. Some of the red oak is naturally white well up to white oak in that respect, but as a general proposition they fall considerably below it.

A— 150,000 ft. 4/4 No. 2 Com. Plain Oak
Specialists in Best DRY Good Width & Lengths—
From Shippers
BARR-HOLADAY LUMBER CO., OHIO
Manufacturer, Greenfield,

Clothes don't make the man, nor does finish make the furniture—but it helps. See the latest.

We are cutting off 230,000 acres of the finest Oak in West Virginia. For the very best, try
AMERICAN COLUMN & LUMBER CO.,
Manufacturer, St. Albans, W. VA.

There is a species for every need—a grain and figure for every taste. Are you familiar with them all?

(*See page 8)
Babcock Lumber Company
Pittsburg, Pa.
Annual Capacity, 150,000,000 Feet
Manufacturer

Do you know of any other wood that pleases in so many ways and in so many garbs as does Oak?

Pardee & Curtin Lumber Company
Sales Office—Clarkburg, W. Va.
Band Mills—Curtin, Coal Sid-
ing and Hominy Falls, W. VA.

Good eating and good Oak go well together. They make an especially logical combination in these days of high prices.

Specialties
Quarter-sawn White Oak, Plain Red and White Oak
C. L. RITTER LUMBER COMPANY,
ROCKCASTLE LUMBER COMPANY,
Manufacturers, Huntington, W. VA.

(*See page 20)
Kentucky Soft Textured White Oak, Red Oak and
Pointed High-class, sound, square edged White Oak
Timber, 2x12 ft.
AMERICAN LBR. & MFG. CO., Pittsburg,
Manufacturer and Wholesaler PENNSYLVANIA

Oak was spoken of with affection in the Scriptures and will be held in esteem by our children's children generations hence.

- A—Manufacturer of Impregnated Stock.
- B—Manufacturer of Car Material.
- C—Manufacturer of Factory Oilmen's.

USE OAK

* Has Individual Display Ad on Page Designated.

Oak lumber in commercial quantities is produced by forty states, and more than 1,500 mills cut it. The number of oak mills in North Carolina exceeds the number in any other state.

Did you ever rest your eyes on a soft-toned Oak waistcoating? Try it and then tell your customers about it.

Wood-Mosaic Company, Inc.
New Albany, Ind. Manufacturer

Hoffman Brothers Company
Ft. Wayne, Ind. Manufacturer

Oak is just as ornamental today as it was five centuries ago—just as useful today as it was ornamental then.

The Mowbray & Robinson Company
Cincinnati, Ohio

North Vernon Lumber Company
North Vernon, INDIANA

Everyone KNOWS what OAK is; that is why it is so easy to sell Oak goods.

There will always be a market for all the Oak our sawmills have any right to cut.

There are eight evergreen oaks in the United States, more than half of which are confined to the region west of the Rocky Mountains. Not one of them possesses the value as a source of lumber.

Charles H. Barnaby
Manufacturers of Band Sawn Hardwood Lumber and Veneers
Greencastle, Ind.

No one should fancy that the "peach oak" bears peaches. It was given that name because its leaves are shaped like those of a peach tree. It is likewise called willow oak, because the foliage resembles that of willow.

SWAIN-BOAR LUMBER CO.
Seymour, INDIANA

J. V. Stimson
Manufacturer and Wholesale Hardwood Lumber
Huntingburg, Indiana

The oldest oak tree still standing (of tradition) is true to its name as Abraham's oak, near Jerusalem. If the patriarch Abraham ever camped in it, the story goes, the event must have occurred 4,600 years ago.

No wood is more susceptible to the fuming process than oak, and both red and white oak are suitable for this process.

Miller Lumber Company
Manufacturer and Dealer in All Kinds of Hardwood
Marianna, Arkansas

for anything in OAK write these representative firms

Sabine River Lumber & Logging Co., Inc.
San Antonio, Texas

WILLIAMSON-RUNY MILL & LUMBER CO.
Manufacturer, Mount City, ILLINOIS

The laurel oak is more abundant in Florida than in any other part of the United States, but it is not abundant anywhere. Few logs reach sawmills.

LAMB-FISH LUMBER CO.
Manufacturer, Charleston, MISSISSIPPI

Paepcke Leicht Lumber Company
SOUTHERN HARDWOODS
General Offices, Conway Building, Chicago

West Virginia leads all other states in the production of oak lumber, and Tennessee stands second on the list. These two states furnish one-third of all the oak lumber sawed in the United States.

Bedna Young Lumber Company
Manufacturers Band Sawn Hardwood Lumber
Sales Office: JACKSON, TENN
Plant let us have your inquiries.

C. & W. Kramer Company
Richmond, Indiana

The oak tree under which John Wesley preached his first sermon in America still stands in Georgia and is an object of great interest to tourists. It is the common southern tree.

ALEXANDER BROTHERS, MISSISSIPPI
Manufacturers, Belzoni,

Factories in the United States use approximately two billion feet of oak yearly, which is about 65 per cent of the total sawmill production of this wood.

Yellow oak is the best named of all the oaks. The inner bark is yellow and was reliable dye material in pioneer times, and it is much better worth while to investigate it now, in these days of scarcity in the dye market. All stock cut from our Virgin Timber on modern machinery.

UNBLETHWAITE LUMBER COMPANY, Manufacturer
Washington, LOUISIANA

Tallahatchie Lumber Company
Manufacturers of Band Sawn Hardwoods
Philipp, Mississippi

Dermott Land & Lumber Company
Manufacturers Southern Hardwoods
Mills, Dermott, Ark.
Sales Office, Railway Exchange Bldg., Chicago, Ill.

ARLINGTON LUMBER COMPANY
Manufacturers of Band Sawn Hardwood Lumber
Mills: Arlington, Ky., and Park
Manufacturing Plant: WYCK, KENTUCKY

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak. It is fortunate that it possesses so many good qualities and grows in so many parts of the country.

The Germans use some oak in their airplanes, but it is too heavy and brittle to give much service in that place.

BLISS-COOK OAK COMPANY, ARKANSAS
Manufacturer
Blissville, Arkansas

The turkey oak in the South received that name at an early period because its acorns were so small and were easily eaten by wild turkeys.

UTLEY-LEWIS LUMBER COMPANY
Conway Building
Chicago, ILLINOIS

W. P. Brown & Sons Lumber Co.
9 Bane Mills manufacturing hardwoods
Louisville, Ky.

Edgar Lumber Company
Weston, Arkansas

When artists of the Middle Ages chose a wood for high class carving, such as cathedrals, altars, and altars, they almost invariably selected oak.

Salt Lick Lumber Company
Hardwood Manufacturer
Salt Lick, Kentucky

J. W. Wheeler & Co.
Manufacturers Band Sawn Hardwood Lumber and Quartered Oak, Ash and Gum
Memphis, Tennessee

Manufacturers of staves for barrels intended to contain alcoholic liquors prefer white oak to red for the reason that the wood of the former permits less seepage than red oak.

Our Lumber is Well Manufactured and Well Taken Care of. Write us for prices in anything in hardwoods.
THE FERD BRENNER LUMBER COMPANY,
Alexandria, LOUISIANA

It is a matter of interest that very few Japanese oak reaching this country or Europe comes from Japan. Most of it is from the forests of continental Asia, some being cut as far north as Siberia, and other comes from Korea.

The value of oak crossties in the tracks of railroads has long been understood by engineers. They give the best service because the wood is hard and wears well and holds spikes well and resists decay.

100,000 ft. 5/4 P&S Plain Red Oak
200,000 ft. 3/4 No. 1 Com. Plain Red Oak
300,000 ft. 8/4 P&S and Red Gum
Climax Lumber Company, Ltd.
Manufacturer, Alexandria, LOUISIANA

The United States government began its forest policy more than a hundred years ago by purchasing tracts of live oak timber in the Southern States to guard against scarcity of material for ships.

MANSELL HARDWOOD LUMBER CO.
Manufacturer, SHEFFERTON, I.A.

It has been found out that the famous "Charter Oak" which stood near Hartford, Conn., and which figured so prominently in the early history of New England, was white oak.

HOLLY RIDGE LUMBER CO.
Manufacturer, Louisville, KENTUCKY

The cow oak is one of the most valuable hardwoods of the South, and belongs to the white oak group. Its acorns are large, thin shelled, and sweet, and cattle like to eat them.

Hyde Lumber Company
South Bend, Indiana
Band Mills: Arkansas City, Ark. Lake Providence, La.

Colfax Hardwood Lumber Co.
Manufacturer Band Sawn Southern Hardwoods
Colfax, Grant Parish Louisiana

The manufacturers of plows have long shown preference for oak for the handles. The wood is strong, and it stands in the winter form, when steamed, and holds that form ever after.

Carrier Lumber & Mfg. Co., Inc.
Sardis, Miss.
Edin Drive, Sardis, Sweeney
Manufacturer

The hardness of oaks varies as much as 50 per cent when they are compared among themselves, and the less difference among different species when their strength is under consideration.

TRY KNOXVILLE TENNESSEE

You can logically do so because you must ultimately depend more and more on this region for your hardwoods.

No higher type of timber can grow than that abounding in eastern Tennessee. It is found on a soil and in an environment which put quality in the trees generations ago. It is our task merely to see that this quality is utilized to the utmost in making the boards you buy. The best of equipment and highly trained organizations working in one place for years at a stretch make that task easy.

Then too you can be sure of getting the best possible service—always.

Ask about it from any of the following:

The Vestal Lumber & Mfg. Co., Knoxville, Tenn., & Fonde, Ky.

The J. M. Logan Lumber Company, Knoxville, Tenn.

The Little River Lumber Company, Townsend, Tenn.

The Babcock Lumber & Land Company, Marysville, Tenn.

(Main Office: Pittsburgh, Pa.)

OAK, POPLAR, MAPLE

Walnut, Chestnut, Hickory, Cedar, Ash, Basswood, Beech

MEMPHIS TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION

Musical Instruments

The notion that Circassian walnut, mahogany, ebony, and rosewood are more important than all others in the manufacture of musical instruments is erroneous, and is due to the fact that these woods often appear as the surface material on instruments. The veneers which constitute the visible, outer part of so many musical instruments are cut very thin, and though they make a considerable showing, they amount to little in quantity compared with the other woods forming the frames and braces of the instruments.

The musical instrument makers of this country use annually about 260,000,000 feet of wood of various kinds. Some of it is imported, but by far the greater portion is cut in our own forests. The South contributes largely. It furnishes oak, gum, and walnut for the outer finish of fine instruments, and thus lessens the necessity to import mahogany, Circassian walnut, and other cabinet woods. Figured gum can be selected and finished to take the place of the Circassian walnut which has almost disappeared from market. Many woods for frames and other interior parts are abundant, such as yellow poplar, tupelo, cottonwood, willow, ash, oak, cypress, pine, and cedar. There is no danger that the supply will fail. Though musical instrument makers continue to demand 260,000,000 feet a year, there is enough to last indefinitely.



MEMPHIS



For immediate shipment

PLAIN WHITE OAK	50.000	No. 1 C.	40.000	No. 2 C.
QUARTERED WHITE OAK	35.000	No. 1 C.	25.000	No. 2 C.
PLAIN RED OAK	45.000	No. 1 C.	35.000	No. 2 C.
QUARTERED RED OAK	30.000	No. 1 C.	20.000	No. 2 C.
PLAIN WHITE OAK	50.000	No. 1 C.	40.000	No. 2 C.
QUARTERED WHITE OAK	35.000	No. 1 C.	25.000	No. 2 C.
PLAIN RED OAK	45.000	No. 1 C.	35.000	No. 2 C.
QUARTERED RED OAK	30.000	No. 1 C.	20.000	No. 2 C.
PLAIN WHITE OAK	50.000	No. 1 C.	40.000	No. 2 C.
QUARTERED WHITE OAK	35.000	No. 1 C.	25.000	No. 2 C.
PLAIN RED OAK	45.000	No. 1 C.	35.000	No. 2 C.
QUARTERED RED OAK	30.000	No. 1 C.	20.000	No. 2 C.
PLAIN WHITE OAK	50.000	No. 1 C.	40.000	No. 2 C.
QUARTERED WHITE OAK	35.000	No. 1 C.	25.000	No. 2 C.
PLAIN RED OAK	45.000	No. 1 C.	35.000	No. 2 C.
QUARTERED RED OAK	30.000	No. 1 C.	20.000	No. 2 C.

BELLGRADE LUMBER CO.

QUARTERED RED OAK	100.000	No. 1 C. & B. 2 1/4"
PLAIN RED OAK	150.000	No. 1 C. & B. 2 1/4"
QUARTERED WHITE OAK	50.000	No. 1 C. & B. 2 1/4"
PLAIN WHITE OAK	100.000	No. 1 C. & B. 2 1/4"
QUARTERED RED OAK	100.000	No. 1 C. & B. 2 1/4"
PLAIN RED OAK	150.000	No. 1 C. & B. 2 1/4"
QUARTERED WHITE OAK	50.000	No. 1 C. & B. 2 1/4"
PLAIN WHITE OAK	100.000	No. 1 C. & B. 2 1/4"
QUARTERED RED OAK	100.000	No. 1 C. & B. 2 1/4"
PLAIN RED OAK	150.000	No. 1 C. & B. 2 1/4"
QUARTERED WHITE OAK	50.000	No. 1 C. & B. 2 1/4"
PLAIN WHITE OAK	100.000	No. 1 C. & B. 2 1/4"
QUARTERED RED OAK	100.000	No. 1 C. & B. 2 1/4"
PLAIN RED OAK	150.000	No. 1 C. & B. 2 1/4"
QUARTERED WHITE OAK	50.000	No. 1 C. & B. 2 1/4"
PLAIN WHITE OAK	100.000	No. 1 C. & B. 2 1/4"

J. H. BONNER & SONS

All Stock Regular Width and Length, and Dry.

PLAIN RED OAK	75,000	No. 1 C. & B. 2 1/4", sap do
PLAIN RED OAK	75,000	No. 1 C. & B. 2 1/4", sap do
PLAIN RED OAK	75,000	No. 1 C. & B. 2 1/4", sap do
PLAIN RED OAK	75,000	No. 1 C. & B. 2 1/4", sap do
PLAIN RED OAK	75,000	No. 1 C. & B. 2 1/4", sap do
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PLAIN RED OAK	75,000	No. 1 C. & B. 2 1/4", sap do
PLAIN RED OAK	75,000	No. 1 C. & B. 2 1/4", sap do
PLAIN RED OAK	75,000	No. 1 C. & B. 2 1/4", sap do
PLAIN RED OAK	75,000	No. 1 C. & B. 2 1/4", sap do

Coulson Lumber Co., Inc.

PLAIN WHITE OAK	100.000	No. 1 C. & B.
PLAIN RED OAK	100.000	No. 1 C. & B.
PLAIN WHITE OAK	100.000	No. 1 C. & B.
PLAIN RED OAK	100.000	No. 1 C. & B.
PLAIN WHITE OAK	100.000	No. 1 C. & B.
PLAIN RED OAK	100.000	No. 1 C. & B.
PLAIN WHITE OAK	100.000	No. 1 C. & B.
PLAIN RED OAK	100.000	No. 1 C. & B.
PLAIN WHITE OAK	100.000	No. 1 C. & B.
PLAIN RED OAK	100.000	No. 1 C. & B.

Russe & Burgess, Inc.

PLAIN RED OAK	100.000	No. 1 C.
PLAIN WHITE OAK	100.000	No. 1 C.
PLAIN RED OAK	100.000	No. 1 C.
PLAIN WHITE OAK	100.000	No. 1 C.
PLAIN RED OAK	100.000	No. 1 C.
PLAIN WHITE OAK	100.000	No. 1 C.
PLAIN RED OAK	100.000	No. 1 C.
PLAIN WHITE OAK	100.000	No. 1 C.
PLAIN RED OAK	100.000	No. 1 C.
PLAIN WHITE OAK	100.000	No. 1 C.

GEO. C. BROWN & CO.

PLAIN OAK	50.000	No. 1 C.
PLAIN OAK	50.000	No. 1 C.
PLAIN OAK	50.000	No. 1 C.
PLAIN OAK	50.000	No. 1 C.
PLAIN OAK	50.000	No. 1 C.
PLAIN OAK	50.000	No. 1 C.
PLAIN OAK	50.000	No. 1 C.
PLAIN OAK	50.000	No. 1 C.
PLAIN OAK	50.000	No. 1 C.
PLAIN OAK	50.000	No. 1 C.

Goodlander-Robertson Lumber Co.

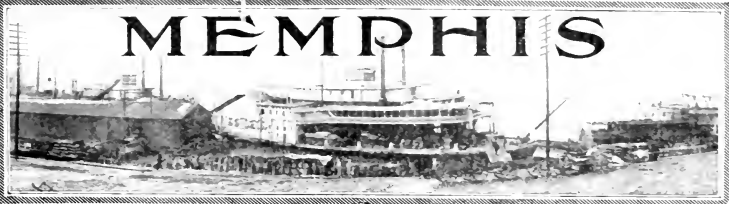
SAP GUM	35,000	No. 2 Com. 5/4"
SAP GUM	35,000	No. 2 Com. 5/4"
SAP GUM	35,000	No. 2 Com. 5/4"
SAP GUM	35,000	No. 2 Com. 5/4"
SAP GUM	35,000	No. 2 Com. 5/4"
SAP GUM	35,000	No. 2 Com. 5/4"
SAP GUM	35,000	No. 2 Com. 5/4"
SAP GUM	35,000	No. 2 Com. 5/4"
SAP GUM	35,000	No. 2 Com. 5/4"
SAP GUM	35,000	No. 2 Com. 5/4"

E. SONDHEIMER CO.

The following stock is dry and ready for immediate shipment:

PLAIN RED OAK	100.000	No. 1 C.
PLAIN WHITE OAK	100.000	No. 1 C.
PLAIN RED OAK	100.000	No. 1 C.
PLAIN WHITE OAK	100.000	No. 1 C.
PLAIN RED OAK	100.000	No. 1 C.
PLAIN WHITE OAK	100.000	No. 1 C.
PLAIN RED OAK	100.000	No. 1 C.
PLAIN WHITE OAK	100.000	No. 1 C.
PLAIN RED OAK	100.000	No. 1 C.
PLAIN WHITE OAK	100.000	No. 1 C.

BROWN & HACKNEY, Inc.



MEMPHIS

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 PLAIN...
 QUARTERED RED...

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SAP...
 QUARTERED...
 PLAIN...

H. W. Darby Hardwood Lumber Co.

KILN DRIED COMMON OAK

For immediate orders we are prepared to quote attractive prices on 1" No. 1 Com. and No. 2 Com. Plain Oak.

Notes and full information furnished on inquiry

JAMES E. STARK & CO., Inc.

Regular Widths and Lengths

17,000'	BEECH	41,000'	SOFT MAPLE
20,000'	L. R. 12 1/2"	12,000'	L. R. 12 1/2"
20,000'	COTTONWOOD	12,000'	WHITE OAK
125,000'	FAS. 4 1/2"	12,000'	FAS. 4 1/2"
125,000'	Panel 4 1/2" 18" & up wide	25,000'	FAS. 5 1/2" & 6 1/2"
50,000'	CYPRESS	15,000'	PLAIN WHITE OAK
24,500'	Select 8 1/4"	15,000'	FAS. 8 1/4"
24,500'	Pack 8 1/4"	80,000'	No. 1 C. & Br. 8 1/4"
50,000'	ELM	75,000'	FAS. 4 1/2"
50,000'	No. 1 C. & Br. 6 1/4"	150,000'	PLAIN RED OAK
175,000'	L. R. 12 1/2"	150,000'	FAS. 4 1/2"
150,000'	No. 1 Com. 4 1/2"	150,000'	No. 1 Com. 5 1/2"
60,000'	No. 2 Com. 5 1/2"	120,000'	FAS. 4 1/2"
50,000'	SAP GUM	120,000'	STCAMORE
50,000'	FAS. 3 1/2"	55,000'	FAS. 5 1/2"
50,000'	Pure 4 1/2" 18" & up w. d.	27,000'	No. 1 C. & Br. 6 1/4"
150,000'	QTD RED GUM	10,000'	WILLOW
100,000'	No. 1 C. & Br. 4 1/2"	10,000'	No. 1 C. & Br. 5 1/2"
80,000'	QTD SAP GUM		FAS. 4 1/2"
80,000'	No. 1 C. & Br. 4 1/2"		

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We have for sale:

PLAIN OAK
 100,000' No. 1
 100,000' No. 2
 100,000' No. 3
 100,000' No. 4
 100,000' No. 5
 100,000' No. 6
 100,000' No. 7
 100,000' No. 8
 100,000' No. 9
 100,000' No. 10
 100,000' No. 11
 100,000' No. 12
 100,000' No. 13
 100,000' No. 14
 100,000' No. 15
 100,000' No. 16
 100,000' No. 17
 100,000' No. 18
 100,000' No. 19
 100,000' No. 20
 100,000' No. 21
 100,000' No. 22
 100,000' No. 23
 100,000' No. 24
 100,000' No. 25
 100,000' No. 26
 100,000' No. 27
 100,000' No. 28
 100,000' No. 29
 100,000' No. 30
 100,000' No. 31
 100,000' No. 32
 100,000' No. 33
 100,000' No. 34
 100,000' No. 35
 100,000' No. 36
 100,000' No. 37
 100,000' No. 38
 100,000' No. 39
 100,000' No. 40
 100,000' No. 41
 100,000' No. 42
 100,000' No. 43
 100,000' No. 44
 100,000' No. 45
 100,000' No. 46
 100,000' No. 47
 100,000' No. 48
 100,000' No. 49
 100,000' No. 50

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 SOFT WOOD...
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 16,000' 6/8" No. 1 Com. & Btr.
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 45,000' 4/4" No. 2 Com.
 46,000' 4/4" No. 3 Com.
 47,000' 4/4" 1s & 2s
 15,000' 3/4" 1s & 2s
 244,000' 4/4" Com. & Btr.
 23,000' 5/4" No. 2 Com.
 6,500' 4/4" 9 to 12 Box Boards
 10,000' 4/4" 1s & up. Flats

22,000' 5/4" 1s & 2s, Qtd.
 35,000' 5/4" 1s & 2s, Plain
 200' 6/4" 1s & 2s, Plain
 4,600' 6/4" No. 1 Com., Plain
 47,000' 6/4" 1s & 2s, Qtd.
 41,000' 6/4" No. 1 Com., Qtd
 29,700' 6/4" Qtd., esp no defect
 14,100' 8/4" 1s & 2s, Plain
 21,300' 8/4" No. 1 Com., Plain
 201,000' 8/4" 1s & 2s, Qtd
 114,000' 8/4" No. 1 Com., Qtd.
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OAK
 35,000' 4/4" 1s & 2s, Plain Red
 50,000' 4/4" Com. & Btr., Sound
 Worries
 36,000' 5/4" 1s & 2s, Plain Red
 25,000' 5/4" Stop Flank
 12,000' 5/4" No. 1 Com., Plain Red

QTD. RED GUM

4/4" Com. & Btr.
 5/4" Com. & Btr.
 6/4" Com. & Btr.
 8/4" Com. & Btr.
 12/4" Com. & Btr.
 4/4" Com. & Btr.
 5/4" Com. & Btr.
 6/4" Com. & Btr.
 8/4" Com. & Btr.
 8/4" Com. & Btr.
 10/4" Com. & Btr.
 12/4" Com. & Btr.
 4/4" Com. & Btr.
 5/4" Com. & Btr.
 6/4" Com. & Btr.

PLAIN RED GUM

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 5/4" No. 2 Com.
 8/4" No. 2 Com.
 QTD. WHITE OAK
 4/4" Com. & Btr.
 QTD. RED OAK
 4/4" No. 1 Com.
 4/4" No. 1 Plain OAK
 4/4" No. 1 Com.
 4/4" No. 2 Com.
 ELM
 6/4" Log run
 8/4" Log run
 12/4" Log run
 5/4" No. 1 Com.
 5/4" No. 1 Com.
 8/4" No. 1 Com.

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PLAIN RED OAK
 62,700' 4/4" FAS
 124,870' 5/4" FAS
 40,100' 5/4" FAS
 12,000' 10/4" Com. & Btr.
 235,370' 12/4" Com. & Btr.
 197,720' 8/4" Com.
 150,250' 5/4" Com.
 90,170' 4/4" Com.

PLAIN WHITE OAK
 15,000' 4/4" FAS
 25,010' 6/4" FAS
 13,385' 10/4" & Br.
 8,970' 8/4" & Btr.
 70,410' 4/4" Com.
 247,000' 4/4" Com.
 99,810' 8/4" Com.

QUARTERED WHITE OAK
 45,200' 4/4" 1s & 2s, up. FAS
 18,025' 5/4" Regular widths and lengths, FAS
 72,505' 6/4" Regular widths and lengths, FAS
 17,200' 8/4" Regular widths and lengths, FAS

PLAIN RED GUM
 40,210' 6/4" Regular widths and lengths, FAS
 230,520' 4/4" No. 1 Com.
 50,110' 4/4" FAS
 96,205' 4/4" FAS
 108,190' 5/4" FAS
 102,780' 6/4" FAS
 135,800' 6/4" FAS
 217,570' 5/4" Com.
 233,270' 6/4" Com.

QUARTERED RED GUM
 210,680' 8/4" C. & Btr.
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SAP GUM
 74,925' 4/4" 1s & 2s, up. FAS
 377,000' 6/4" Regular widths and lengths, FAS
 404,550' 6/4" C. & Btr.
 199,110' 8/4" C. & Btr.

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SAP GUM
 105,000' 6/8" No. 1 C. & Btr.
 16,000' 4/4" Box Bds. 10-11"
 174,000' 4/4" FAS. 6-12s
 80,000' 4/4" FAS. 18-17"
 125,000' 5/4" FAS.
 40,000' 6/4" FAS.
 225,000' 4/4" No. 1 C.
 400,000' 4/4" No. 1 C.
 20,000' 6/4" No. 1 C.
 15,000' 5/8" FAS.
 45,000' 8/4" FAS
 12,000' 4/4" No. 1 C.
 22,000' 4/4" No. 2 C.
 100,000' 4/4" Com. & Btr.
 45,000' 6/4" No. 1 C. & Btr.
 10,000' 8/4" No. 1 C. & Btr.

QUARTERED RED GUM
 25,000' 5/4" No. 1 C. & Btr.
 900' 4/4" No. 1 C.
 600' 4/4" FAS.
 .000' 8/4" No. 1 C. & Btr.
 75,000' 4/4" FAS.
 40,000' 4/4" No. 1 C.
 30,000' 5/4" No. 1 C. & Btr.
 30,000' 5/4" No. 1 C.
 20,000' 5/4" No. 1 C. & Btr.
 10,000' 5/4" No. 1 C.
 30,000' 4/4" Log Run Tupelo Gum.

MISCELLANEOUS
 30,000' 6/4" Log Run Tupelo
 40,000' 12/4" Log Run Maple
 30,000' 4/4" Log Run Tupelo Gum.

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 39,000' Clear Strips, 4/4"
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 18,000' 1s & 2s, 5/4"
 10,000' 1s & 2s, 5/4"
 18,000' No. 1 Com., 5/4"
 70,000' No. 1 Com., 1s & 2s, 12/4"

PLAIN RED GUM
 205,000' No. 1 Com., 4/4"
 200,000' No. 2 Com., 4/4"
 22,000' 1s & 2s, 5/4"
 54,000' No. 1 Com., 5/4"
 28,000' No. 1 Com., 1s & 2s, 8/4"
 12,000' No. 1 Com., 1s & 2s, 10/4"

PLAIN WHITE OAK
 30,000' No. 1 Com., 4/4"
 30,000' No. 1 Com., 4/4"
 8,000' No. 1 Com., 3/4"
 10,000' No. 1 Com., 3/4"
 29,000' No. 1 Com., 6/4"
 25,000' Log Run, 12/4"
 8,000' Log Run, 4/4"
 SOFT MAPLE
 25,000' Log Run, 12/4"
 CYPRESS
 8,000' Log Run, 4/4"

PENROD-JURDEN & McCOWEN, Inc.

QUARTERED WHITE OAK
 42,500' 1st & 2nd, 3/4", 10" & up wide, 14' to 16' long
 20,000' 1st & 2nd, 1/4", 6" & up wide, 14' to 16' long
 98,000' No. 1 Com., 1/4", 7" Regular widths, 14' to 16' long
 116,000' No. 2 Com., 3/4", Regular widths, 14' to 16' long
 QUARTER SAWED WHITE OAK
 14,800' No. 1 Com., 1", 1 1/2" & 2" wide, 14' to 16' long
 10,100' No. 1 Com., 1 1/2" to 2 1/2" wide, 14' to 16' long
 PLAIN WHITE OAK
 55,700' No. 2 Com., 5/4", Regular widths, 14' to 16' long
 39,900' No. 2 Com., 3/4", Regular widths, 14' to 16' long
 PLAIN RED OAK
 11,000' 1st & 2nd, 1/2", Regular widths, 14' to 16' long
 106,000' 1st & 2nd, 5/8", Regular widths, 10 1/2" and shorter

300,000' No. 1 Com., 5/8", 3" to 8 1/2" wide, 14' to 16" long
 100,000' No. 2 Com., 5/8", 2" to 8 1/2" wide, 14' to 16" long

ELM
 4,000' Log run, No. 2 Com., 8/4"
 9,200' Log run, No. 2 Com., 10/4"
 PLAIN RED GUM
 18,000' Fir. Bd., No. 1 Com., 4/4", Regular width, 14' to 16' long
 QUARTERED RED GUM
 13,000' Fir. Bd., 4/4", Regular width, 14' to 16' long
 67,000' Fir. Bd., 2nd, 4/4", Regular width, 14' to 16' long
 25,000' Fir. Bd., No. 1 Com., 1 1/4", Regular width, 14' to 16' long
 PLAIN RED GUM
 72,000' special widths, 6/4", 10" to 17" wide, 14' to 16" long
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 25,200' 1s & 2s, 4/4", 6" to 9" wide, 8 1/2" long
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 45,000' 1s & 2s, 5/4", 6" to 9" wide, 8 1/2", 60s 8-10" long
 25,000' 1s & 2s, 6/4", 6" to 9" wide, 8 1/2" long
 9,970' log
 15,970' select, 6/4", 10" & up wide, 8 1/2" long
 9,740' log
 40,700' 1s & 2s, 8/4", 10" & up wide & length
 15,500' 1s & 2s, 8/4", 12" & up wide, 8 1/2" long
 18,000' 1s & 2s, 12/4", 6" & up wide, 8 1/2" long
 26,400' 1s & 2s, 16/4", 6" & up wide, 8 1/2" long
 15,000' 1s & 2s, 30/4", 6" & up wide, 8 1/2" long

340,000' No. 1 Com., 4/4", reg. width & length
 25,000' No. 1 Com., 5/4", reg. width & length
 20,000' No. 1 Com., 6/4", 10" & up wide, reg. length
 350,000' No. 1 Com., 8/4", 16" & up wide, reg. width & length
 15,000' No. 1 Com., 8/4", 6" & up wide, reg. length
 20,000' No. 1 Com., 10/4", reg. width & length
 24,000' No. 1 Com., 12/4", reg. width & length
 20,000' No. 1 Com., 16/4", reg. width & length
 18,000' No. 2 Com., 6/4", reg. width & length
 8,000' No. 2 Com., 8/4", reg. width & length
 18,200' log
 47,200' No. 2 Com., 8/4", reg. width, 4/16" long

DUDLEY LUMBER CO., Inc.

QUARTERED WHITE OAK
 12,000' FAS. 8"
 24,000' FAS. 1 1/4"
 17,000' No. 1 Com., 5"
 25,000' No. 1 Com., 1 1/2"
 49,000' Cir. Strips, S. N. D., 1 1/2" & 4"
 9,000' Cir. Strips, S. N. D., 1 1/2" & 4"
 QUARTERED RED GUM
 22,000' FAS. 8"
 53,000' FAS. 1 1/4"
 21,000' No. 1 Com., 5"
 50,000' No. 1 Com., 1 1/2"
 70,000' No. 3 Com., 5"
 60,000' Log Run, 8"
 60,000' Log Run, 2"
 15,000' Log Run, 8"
 85,000' Log Run, 4"
 24,000' Feet, 10"

QUARTERED BLACK GUM
 60,000' No. 1 Com. & Btr., 1"
 PLAIN BLACK GUM
 20,000' Log Run, 1"
 30,000' Quartered Maple
 100,000' Log Run, 8"
 74,000' FAS. 1"
 20,000' No. 1 Com., 1"
 15,000' PLAIN RED GUM
 15,000' FAS. 1"
 35,000' No. 1 Com., 1"
 15,000' No. 1 Com., 1 1/2"
 15,000' No. 1 Com., 2"
 15,000' FAS. 1"
 15,000' No. 1 Com., 1 1/2"
 15,000' No. 1 Com., 2"
 15,000' Shop, 1"
 15,000' Shop, 1 1/2"
 85,000' Shop, 1 1/2"
 85,000' Shop, 2"
 60,000' Feet, 10"

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45,000'	13/16x4"	Prime Flooring
200,000'	4/4"	No. 3 C. Maple
500,000'	5/4"	No. 3 C. Maple
200,000'	6/4"	No. 3 C. Maple
100,000'	5/4"	No. 3 C. Beech
100,000'	6/4"	No. 3 C. Beech
150,000'	6/4"	No. 2 C. & Btr. Elm
100,000'	8/4"	No. 2 C. & Btr. Elm
65,000'	10/4"	No. 1 C. & Btr. Elm
100,000'	5/4"	No. 3 C. Basswood
27,000'	6/4"	No. 3 C. & Btr. Balm of Gilead
25,000'	4/4"	No. 3 C. & Btr. Red & White Oak
10,000'	8/4"	No. 2 C. & Btr. White Oak
5,000'	10/4"	No. 1 C. & Btr. White Oak
7,000'	8/4"	No. 3 White Oak
18,000'	4/4"	No. 3 C. Birch

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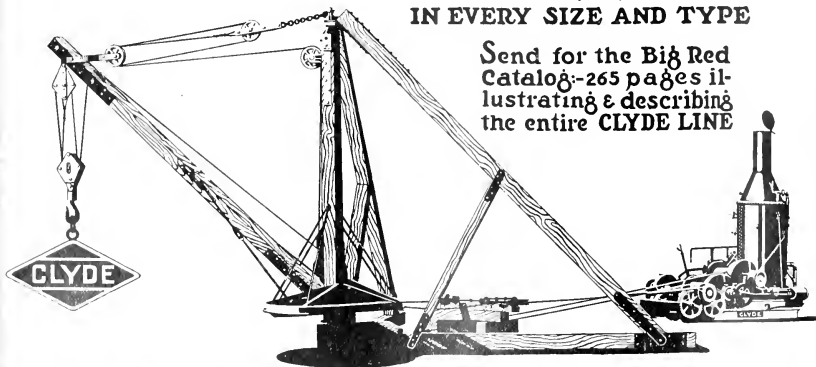
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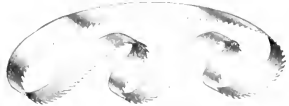
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E. C. ATKINS & CO., Inc.

ESTABLISHED 1857

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Canadian Factory, Hamilton, Ont.

Machine Knife Factory, Lancaster, N. Y.

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Hardwood Record

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THE HARDWOOD COMPANY

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Review and Outlook



General Market

THE MAIN CONCERN of the hardwood trade today seems quite clearly directed towards steps to insure the manufacture of sufficient lumber to meet present and future call and to keep sold stocks moving out of mill yards which in many cases are crowded with lumber already disposed of. High prices and good demand avail nothing if the lumber cannot be manufactured and shipped.

Rather encouraging word having a bearing on production comes from the southern hardwood region, where mills have been hampered and in many instances shut down because it was impossible to get logs. In fact the southern trade had about resigned itself to the probability of large losses in log dumps along main line roads, as great delay in loading has given excellent opportunity for insects and other destructive agencies to get to work. Unfortunately losses if at all general would undoubtedly have added their mite to the many other causes making for more expensive lumber. However, there now seems a likelihood that cars will be furnished in sufficient numbers to obviate any large or general destruction of logs in pile. Northern logs are of course not subject to the same destructive influences, but here also is the dread of insufficient supply due to insufficient labor and car space.

At the mill labor gives the greatest cause for uneasiness, for it is depreciating consistently both in quality and amount. An idea of the difficulties encountered by the lumber manufacturer in endeavoring to handle his labor question is seen in the statement of one large Wisconsin operator that while seventy-five men comprise his full woods crew at one camp the monthly pay roll of recent date showed that almost four hundred had been employed in that period. In fact there are hundreds of such instances which backed by specific observation prove that labor shortage is possibly due more to death of men who will work than to shortage of men who can work. Some federal tax (of money, freedom or other of the privileges of life) on laziness might have a notably beneficial result if rigidly and nationally applied.

In the meantime, though, production of lumber, as of many other national necessities, is being interfered with and also made more expensive. A survey of mill yards today would show a great deal of lumber on sticks, but further analysis would prove that but a small percentage of it is unsold. Still further efforts to provide for their needs are shown by yards and factories as the colossal proportions of war requirements are becoming more fully appreciated. It is true that certain grades of inch stock appear draggy, but this is more a comparative than an actual condition, as the bulk of all hardwood lines are so extremely strong that any item not showing

exceptional strength appears weaker than it actually is. It is useless to argue that claims of great strength for their product by hardwood men is merely an effort to bull the market, for the old combination of supply and demand still rules. It is a clear matter of record that prices have advanced consistently in every direction for months past and that they show no hesitancy in their upward course. It is self-evident that this could not be so were the situation not as represented. It is equally clear that the causes which have brought about the already existing strength in hardwoods (war needs, forced curtailment of output and sustained commercial demand) will have an accelerated influence from month to month, at least in the case of the first two causes. Not only is the government just finding out what its needs will be and greatly adding to them in many cases, but initial stages of war preparation have been marked by many mistakes, causing incalculable waste, which, deplorable as it may be, must be replaced. As to the other cause, production shortage, this has resulted mainly from insufficient and poor labor and it stands to reason that the difficulties this has brought about so far must be multiplied in the future. Thus to one who admits strength in present markets, and there are few who do not, the future is certain.

Uniform Hardwood Inspection Here

WHILE THAT TITLE IS NOT LITERALLY TRUE the character of support, the unanimity of thought and the soundness of principle behind the project described on pages 19, 20 and 21 virtually bring that long desired situation into being. Leaders in the hardwood trade have labored towards this goal for years and considering the obstacles that have been encountered in the long struggle it is remarkable that they have not surrendered before what has seemed an unconquerable obstacle blocking progress towards a united industry. True, some have dropped out of the fight but others have always been there to step into the breach. The seemingly assured victory is a tribute to present leaders and to the precedent set by those who have labored before them. It has been assisted towards culmination by the war crisis and is the finest thing that could happen to the hardwood trade both because it will help them to support the present national issue as nothing else could and because the trade will now be on a basis for future development 100 per cent efficient.

Hats off to the men responsible and to the strength of mind and soundness of judgment which enabled them to forget traditional differences and get together. Their efforts should be supported by members of the hardwood trade to the last man. Have you sent in the return blank with your endorsement? Do it!

The Future of Dimension Stock

THE TRADE IS GENERALLY AGREED as to the status of dimension manufacture. The use of a greater quantity of dimension stock by all classes of woodworking factories is rightfully considered an economic measure, both from the standpoint of economy of national resources and of the woodworker's own expense records. No one can rightfully take exception to this statement nor to the further statement that the chief causes operating against increased use of dimension are lack of standardization and inability to realize fair values. Any exposition of the dimension situation that has come up during the past few years is based on these same premises which are actual and unchanged.

Since it is everywhere agreed that increased use of hardwood dimension stock is desirable from every standpoint and that this progress is blocked by the attitude of the woodworker, it is obvious that the education of the woodworker is essential. The consumer must be educated to a realization that at the prices asked for dimension, he can render a national service through its purchase, can perpetuate his raw material supply, can help to minimize increases in hardwood values in future years as supply decreases, and can actually save himself money in operating cost. As a matter of fact, many woodworkers who still decline to use dimension stock at prices asked adhere to that policy while at the same time they admit they might save money through its use. They have reached the erroneous conviction that dimension being a by-product is a source of pure velvet to the lumber manufacturer and therefore should be sold without consideration of the actual cost of getting it out at the sawmill.

The educational propaganda should proceed along such lines, but at the same time sawmill men contemplating dimension manufacture would be justified in finding encouragement in certain phases of the present economic situation. In the first place, there is a distinct tendency among woodworking trades to standardize specifications, dimensions and parts. This already shows concretely in various cases the most notable being the adoption of standard sizes and dimensions by the farm wagon manufacturers a short time ago. Such general standardization will eventually make it possible for the dimension manufacturer to pile up his stuff regardless of orders on hand, just as he does his lumber. The hardwood man today is loathe to begin the dimension business because most dimension stock is cut on special order and therefore, if for any reason the order is cancelled or the material otherwise made undeliverable, he has an outright loss covering the entire raw material and manufacturing charge. With standardization he can proceed just as he does now with his standard boards. In other words, the manufacture of dimension will ultimately be considered a regular part of sawmilling and as dimension will make up a definite item in stock manufactured, facilities will be found for disposing of it. Such an outcome would also have a favorable reaction upon the woodworker, as he would eventually consider it in the same light as lumber, that is, as part of the regular offerings of the lumber manufacturer, and would thus be gradually weaned away from the idea that at prices asked he is paying an unnecessary sum to the sawmill man.

The present war situation is also going to have its effect, as practically all of the war work calls for a very high grade of lumber. Vast quantities of the very best stock are going to be taken for war work at steep prices and in order to satisfy his needs for clear material, the woodworker must buy clear cuttings in dimension stock made from lower grades. This situation is developing now and as it becomes national in effect it will compel the woodworker to seek dimension with the result that he will have to pay fair prices.

The ideal time to push the dimension idea is now. The project could be advanced by close study of dimension possibilities on the part of the sawmill man, taking into account the woodworker's requirements in clear material. The lumber manufacturers should do everything within their power to educate the woodworker to a reasonable attitude towards dimension and should exert themselves

to bring about standardization in materials used by woodworkers. At the same time the woodworkers as a whole should at least open their minds to reasonable suggestions regarding dimension stock, for as stated, it is distinctly to their benefit that dimension manufacture be expanded.

Open Prices Mean Better Sales

SINCE THE INAUGURATION OF THE OPEN PRICE COMPETITION plan by the southern hardwood manufacturers through the Hardwood Manufacturers' Association, there has been noted occasional tendency to consider the proposition as more or less an altruistic experiment, linked more with brotherly love than with cold business sense. It seems almost incredible that modern business men would adopt such an attitude, but it has cropped out here and there. Where this opinion has developed, those holding it have lost sight entirely of the big idea of the open competition plan—the idea that it is a money-maker designed from a purely common sense business standpoint.

Lack of knowledge of costs in hardwood manufacture has led to deplorable differences of opinion as to proper values. This condition has been almost traditional among hardwood manufacturers, and it is only within the last few years that the trade as a whole has begun to come out of the woods on cost figures and value determination. It will avail a manufacturer nothing if, after working out an elaborate and accurate cost system, he must meet competition with manufacturers who do not know their costs and hence the value of what they produce. No trade project can expect consistent support from any trade if it does not give to its subscribers a definite, beneficial effect on profits. That the open competition plan does offer a concrete means of realizing better values is evident not only through an analysis of the plan, but from actual results that have been accomplished for the members. To illustrate, one prominent manufacturer writes the association as follows:

From the information derived from your reports we were enabled to get an increased price on one sale of about enough to pay our association expenses for one year, and this information we would have been unable to secure had it not been for this report.

It is obvious that this one man is probably not the only manufacturer who proposed selling this particular item at lower than market. The chances are that a number of other members of the plan were able to bring their prices level with the proper figure through the same report that brought the additional profit to the manufacturer writing as above.

The general adoption of open price competition cannot fail to bring about stabilized market values. Cost investigation is going hand in hand with open price development, and the result will be a common basis of figuring costs, and ascertaining values. Therefore uniform prices will follow necessarily. The competition in the future will then resolve itself into a question of economical and high class manufacture and the development of greater efficiency in sales methods and service. Thus the consumer of hardwood will also benefit directly, as he will be insured a steady market with visible and non-fluctuating prices which will give him greater confidence in the grade he will receive; he will get a better product for a lower proportionate price because with hardwood manufacturers on a manufacturing rather than a purely sales competition basis, the comparative cost of producing will be reduced and it will not be necessary for the manufacturer to guess as to what he must add to get a profit; the lumberman and consumer will be brought closer together through the development of service competition and present antagonisms and misunderstandings will automatically be eliminated.

Representative manufacturers of hardwood owe it to themselves as well as their industry to support the open price plan of competition and its attendant cost standardization project. The successful development of competing industries that have operated on this modern basis is the strongest possible argument in favor of such general support.

Associations Combine for Uniform Inspection

Resolutions appearing on the two following pages represent the most important thing that has happened in the hardwood trade for years. Through these circumstances and towards which every right thinking association man has been working for years appears assured of accomplishment.

The resolutions shown on the two following pages were adopted at an informal meeting of representatives of the five leading hard-

wood associations at 171 E. T. M. Building, Louisville, Ky., Feb. 22, 1918, as captioned. In that capacity he holds a membership in the National Hardwood Lumber Association and the American Hardwood Manufacturers' Association, each of the statements shown on the two pages referred to. This statement carried in each case a blank form to be signed and returned as indicating individual endorsement of the project by association members.



THESE MEN MAKE UNIFORM INSPECTION POSSIBLE

Reading left to right: **TOP ROW**—E. O. Robinson, president Hardwood Manufacturers' Association of the United States; T. M. Brown, Charles H. Barnaby, members executive committee of the National Hardwood Lumber Association; **MIDDLE ROW**—R. L. Jorden, president American Hardwood Lumber Association; C. A. Goodman, representing Northern Hemlock & Hardwood Manufacturers' Association; J. V. Stimson, vice-president National Hardwood Lumber Association; **BOTTOM ROW**—E. A. Lang, executive committee American Hardwood Manufacturers' Association; C. A. Bigelow, representing Michigan Hardwood Manufacturers' Association; James E. Stark, executive committee American Hardwood Manufacturers' Association.

THE FOLLOWING IS THE ANNOUNCEMENT AND APPEAL FOR SUPPORT FOR UNIFORM HARDWOOD INSPECTION SENT OUT BY T. M. BROWN, CHAIRMAN OF THE ORIGINAL MEETING:

LOUISVILLE, KY., May 8, 1918.

TO EVERY MEMBER OF
THE NATIONAL HARDWOOD LUMBER ASSOCIATION
AND
THE AMERICAN HARDWOOD MANUFACTURERS ASSOCIATION

Gentlemen:

I HAVE BEEN SELECTED as Chairman by a number of lumbermen who met in Chicago on April 17, each member of which gathering is interested in having but one set of inspection rules for hardwood lumber.

AT THIS MEETING they passed unanimously—a set of resolutions addressed to the Hardwood Manufacturers Association of the United States and to the National Hardwood Lumber Association, a copy of which is submitted below.

SINCE THE CHICAGO MEETING the Board of Governors of the Hardwood Manufacturers Association of the United States has agreed to and approved the Chicago Resolutions at a meeting convened in Cincinnati on Tuesday, April 30.

THE NAMES SUBSCRIBED TO the Chicago Resolution, as printed below—which list contains the signatures of four former presidents of the National Hardwood Lumber Association—were either affixed at the meeting on April 17, or voluntarily authorized since that date.

FOLLOWING IS THE FULL TEXT of the Chicago resolutions and the appended signatures:

Chicago, Ill., April 17, 1918.

To the National Hardwood Lumber Association, Chicago, Illinois.
The Hardwood Manufacturers' Association of the United States, Cincinnati, Ohio.
Gentlemen:

At a meeting held in Chicago on April 17, 1918, to discuss the hardwood requirements of the United States Government as applied to the army vehicle section, there were present:

E. O. Robinson, president, Hardwood Manufacturers' Association of the United States.

J. V. Stinson, vice president, National Hardwood Lumber Association.

Ralph L. Jurden, president, American Hardwood Manufacturers' Association.

C. A. Goodman, Northern Hemlock and Hardwood Manufacturers' Association.

Charles A. Bigelow, Michigan Hardwood Manufacturers' Association.

C. H. Barnaby, Greenestle, Ind.; and T. M. Brown, Louisville, Ky., members of the executive committee of the National Hardwood Lumber Association.

James E. Stark, Memphis, Tenn.; and E. A. Lang, Chicago, Ill., members of the executive committee of the American Hardwood Manufacturers' Association.

A general discussion developed the unanimous opinion of those present that they unqualifiedly pledge their support and hearty co-operation in furnishing the Government with all hardwood lumber required for the construction of army vehicles, or other hardwoods necessary to the successful prosecution of this war.

Fully realizing the imperative necessity of mobilization and absolute harmony in the ranks of all industries to the end that our government may have the united support of all business interests; therefore, be it resolved:

WHEREAS, There exist today two sets of inspection rules governing inspection and measurement of hardwood lumber, and

WHEREAS, confusion has resulted therefrom, which in some measure has hampered our government in its war program; be it

RESOLVED, That the undersigned members of the organizations named do hereby respectively petition as follows:

That the Hardwood Manufacturers' Association of the United States agrees to the adoption of the inspection rules and measurement of the National Hardwood Lumber Association, conditioned upon the adoption of the following changes in the existing regulations:

First—That the official inspection and measurement of hardwood lumber at the point of origin and the issuance of certificates therefor be discontinued, except on lumber purchased by the United States Government or our Allies.

Second—That in the event of disagreement regarding inspection or measurement between the buyer and seller, that the official inspection of the National Hardwood Lumber Association be available only with the consent of the seller.

Third—That the official interpretation and application of the National Hardwood Lumber Association rules of inspection, the absolute management of the inspection department, which shall include the hiring and discharge of inspectors, shall be vested in a committee of five (5), to be selected as follows:

One from the National Hardwood Lumber Association.

One from the Hardwood Manufacturers' Association of the United States.

One from the American Hardwood Manufacturers' Association.

One from the Michigan Hardwood Manufacturers' Association and the Northern Hemlock & Hardwood Manufacturers' Association jointly. The fifth to be selected by these four, which committee shall elect its own chairman.

WHEREAS, We feel that the differences between the two sets of existing inspection rules and measurement are of no real import; and

WHEREAS, The mutual interests of the United States Government and the hardwood manufacturers, demand a single standard for the inspection and measurement of hardwood lumber; Be it

RESOLVED, That we, the undersigned hardwood lumber manufacturers, respectively, petition the United States Board of Forestry, in accordance with the National Hardwood Lumber Association and the Hardwood Manufacturers' Association, of the United States.

Signed E. O. Robinson, of
The Mowbray & Robinson Co.
(Signed) C. H. Barnaby,
(Signed) T. M. Brown, of
W. P. Brown & Sons Lbr. Co.
(Signed) J. A. Stinson,
(Signed) R. L. Jarden, President
Penrod, Jarden & McGowan
(Signed) James E. Stark, President
James E. Stark & Co., Inc.
(Signed) Chas. A. Goodman, Secretary
Sawyer Goodman Co.
(Signed) E. A. Lang, Secretary
Paepcke Leight Lbr. Co.
(Signed) E. Sondheimer Co.
By R. Sondheimer, Vice Pres.
(Signed) Lamb Fish Lumber Co.
By W. B. Burke,
(Signed) Gaxoso Lumber Co.
C. R. Ransom, Seely, & Treas.
(Signed) May Bros.
By Ralph May,
(Signed) Wisconsin Lbr. Co.
By P. E. Gilbert,
(Signed) Crenshaw Gary Lbr. Co.
By W. L. Crenshaw,
(Signed) Geo. C. Brown & Co.
By H. B. Weiss,
(Signed) Bayou Land & Lbr. Co.
By F. K. Conn,
(Signed) Kraetzer Cured Lbr. Co.
By B. F. Dulweler,
(Signed) The Bigelow Cooper Co.

Signed Ferguson & Palmer Co.
By Earl Palmer,
(Signed) Russ & Burgess, Inc.
By W. H. Russ,
(Signed) Corrie Lbr. & Mfg. Co.
By R. M. Carrier,
(Signed) Babcock Lbr. Co.
By E. V. Babcock,
(Signed) Gibbs & Mitchell, Inc.
(Signed) Chas. F. Liehrmann Hardwood Lumber Co.
By Thos. W. Fry, Secy.,
(Signed) The Korn Cankling Co.
By C. F. Korn, President,
(Signed) Green River Lumber Co.
By S. M. Nickey,
(Signed) Nickey Bros. Inc.
By S. M. Nickey,
(Signed) Himmelberger Harrison Lbr. Co.
By C. L. Harrison,
(Signed) Colfax Lbr. Co.
By C. H. Sherrill,
(Signed) The Kneeland Bigelow Co.
(Signed) Kneeland, Linden & Bigelow Co.
(Signed) Canner Diggins Co.
By Wm. L. Saunders,
(Signed) Mitchell Bros. Co.
(Signed) Cadillac Handle Co.
(Signed) The Oval Wood Dish Co.
(Signed) The Smith Hull Co.
(Signed) Ross & Wentworth,
(Signed) W. D. Young & Co.
By R. P. Wheldon.

THE RESOLUTIONS PASSED by the Board of Governors of the Hardwood Manufacturers' Association of the United States at Cincinnati, April 30, 1918, were as follows:

WHEREAS, The attached petition formulated in Chicago on April 17th, under circumstances explained therein, has this day been presented to the Board of Governors of the Hardwood Manufacturers' Association for consideration and action, and,

WHEREAS, after due deliberation it appeared to the Board that the fundamental question involved in this proposition is one of national need and national unity and that differences of opinion heretofore existing are trivial and of no consequence as compared with the paramount necessity of combining our resources and taking advantage of every opportunity to help the Government program in this tragic hour,

THEREFORE, BE IT RESOLVED, that we approve and adopt the recommendations set forth in the attached petition and pledge the Association and ourselves individually to support and do everything we can to secure the consummation of the plan outlined, and,

BE IT FURTHER RESOLVED, That in the interest of the national good we waive all personal opinions and feelings which in any way conflict with the principles of this proposed plan, and,

BE IT FURTHER RESOLVED, That we most earnestly urge the members of The Hardwood Manufacturers' Association and all other lumbermen to recognize the necessities of the times and to give the plan their active approval and support.

Surely you want but one set of inspection rules. If enough members of the National Hardwood Lumber Association send in their signed approval of the Chicago Resolutions there will be but one set of inspection rules.

Please sign the slip provided below and return it in the self-addressed envelope enclosed for that purpose.

Very sincerely yours,

T. M. BROWN,
Chairman,

Occurrences at Washington Interesting to Lumbermen

Personal Mention and the Activities of Various Boards and Committees

Hardwood men continue busy here. With the expansion of the army program as recommended by the president and secretary of war, they believe that there will be plenty of business for everybody, whether the military forces of the nation are to number 4,000,000, or to be without limit in law.

Charles Bigelow of Bay City and O. T. Swan of Oshkosh are in Washington conferring with Ray H. Jones, manager of the Northern Hardwood Emergency Bureau, and with government officials, and looking over the situation generally as regards lumber orders.

Edward Hines of Chicago is in Washington in the interest of the case of his son, Lieut. Edward Hines, Jr., of the American Expeditionary Forces, who is reported to be confined in a base hospital at Paris. Young Hines is reported to be suffering from shell shock following a period of service in the trenches. It is reported that his father wants to have him brought back to the United States to recuperate.

The vehicle wood controversy is still pending. Representatives of the vehicle manufacturers who have government contracts are due here for a conference with government representatives and possibly with hardwood lumbermen. The vehicle interests are reported to have proposed that the government fix the price of hardwood vehicle stock. At the same time John M. Pritchard, secretary of the American Hardwood Association, and Ralph Jarden of Memphis are here keeping in touch with developments. It is stated that the northern hardwood lumbermen have kept out of the controversy over vehicle stock prices. Some time ago it is understood that there was an exchange of price quotations between the northern hardwood men and the army vehicle contractors, but it is said that nothing definite came out of it.

Speaking of prices serves as a reminder of the report that Director of Lumber Charles Edgar is negotiating with yellow pine men with a view to government-fixed prices on lumber to the public. Gossip among lumbermen here is that Mr. Edgar will consent to increasing the lumber prices to the United States government departments and to the allied government if the increased price is applied also on sales to the public. Counter proposals are expected from lumbermen. It is believed they are opposed to government-fixed prices to the public, but it is suggested that some of them might agree to it in order to obtain an increase in the price on government orders. Lumbermen say there is no law empowering the government to enforce prices to the public, but there are agreements between the government and other industries regarding prices to the public.

Hemlock lumber prices on government orders have been temporarily established by order of Director of Lumber Edgar to certain Pennsylvania lumber concerns, which prices have been made effective in the territory east of Pittsburgh to the Wisconsin hemlock manufacturers also. The prices are based on \$31 per 1,000 for No. 1 hemlock at Philadelphia.

Rumors that oak ear stock prices are to be fixed by the government are denied.

The government departments have agreed, it is understood, to let the railroads purchase oak cross-ties that may be needed by the departments in construction projects or military operations. This plan is considered more economical and generally satisfactory than for the government departments to buy ties from many points along the roads which the government controls itself, as the railroad purchasing agents will presumably act in the interest of the government.

The demand for walnut lumber for airplanes is so great that the plywood section of the signal corps has issued instructions that birch and Spanish cedar may be used in the plywood entering into the fuselage of government airplanes.

This is the second step recently to release walnut for propellers,

the first one being the request or order to veneer mills not to cut walnut suitable for propellers or gunstocks into furniture veneer. That request or order, by the way, is not strong enough to suit some patriotic veneer men, several of whom have asked the signal corps to go further and limit the production of furniture veneer to the crotch and butt wood solely. Competent authorities say that ninety-five per cent of all walnut produced in the United States is suitable for either gunstocks or propellers.

Morton E. Converse, Winchendon, Mass., and Seward Bag & Trunk Company, Petersburg, Va., have been awarded contracts for army field desks; the Hale Company, New York, a contract for pick axe handles, these being among the scores of contracts awarded by the quartermaster department recently. The ordnance department has awarded contracts for packing boxes to the Westinghouse and DuPont companies.

J. C. Nellis, formerly of the Federal Service, has been appointed secretary-manager of the National Emergency Bureau of the Wooden Box Industry, succeeding F. C. Gifford, who went into the steel business. Mr. Nellis is fighting the proposal for government box factories at the powder plants at Nashville and Charleston, W. Va., saying that existing box factories in those vicinities can supply the government need for powder boxes.

A controversy has developed over the food purchase board's specifications for wirebound wooden boxes for exporting canned goods in to the army and navy and the allies. It has been claimed that such boxes require five per cent less tonnage space, which is denied. Wooden box interests have asked a hearing before the board, of which G. C. Babcock of the Wirebound Corporation was once a member.

The failure of the aircraft program has led to discussion in the senate, where serious charges have been voiced as well as demands for further investigation and prosecution. The investigations of the aircraft situation so far have led to a reorganization of the Aircraft Production Board and the appointment of John D. Ryan to take charge of the production of aircraft.

In connection with the discussion of the airplane scandal there has been made public the report of a special committee of the American Aeronautical Society, in which there is severe criticism of the policy of this government in awarding contracts for airplanes and parts to as few as sixty-five contractors and 400 sub-contractors. The report states that wooden struts for airplanes "could be produced in about 5,000 plants of cabinet makers, furniture makers, piano factories, toy makers" and so forth at the rate of about 2,000,000 a day, or many times more than would be necessary for American aviation needs, instead of the production at present being many times less than American needs.

The report also says that the unwise and false publicity given to the American alleged aviation program has caused Germany to speed up her production of aircraft, it being reported that "some 400 furniture, woodworking and piano factories have been converted to the new uses"; that large orders for parts have been placed in Switzerland, and that the German plane production has reached 700 to 1,000 per week and is growing. On the other hand, it is charged American production has been very little, although by next year America may be called upon to furnish 75,000 to 100,000 planes. Senator Hitchcock charged that the members of the old aircraft board deceived the senate military committee.

The production of passenger automobiles is to be curtailed seventy-five per cent by agreement between representatives of the industry and of the fuel administration and the war industries board.

Restrictions upon the movement of wood by land and sea are being imposed. Besides the export restrictions reported last month,

the following import restrictions have been announced by the war trade board:

"Licenses for the following articles will be granted only for shipments coming: (a) Overland or by lake from Canada; (b) overland from Mexico; (c) as return cargo from European countries, and then only when shipped from a convenient port and when loaded without undue delay:

- 124 Baskets of wood, bamboo, straw or compositions of wood.
- 125 Cork unmanufactured, and manufactures thereof.
- 130 Furniture.

"Licenses for the following article may be granted from any country, but only for shipments coming as deck cargo or coming on vessels nil for essential imports:

- 146 Quebracho wood.

"All outstanding licenses to import the above articles from any country, from which, under the above announcement, licenses for such article will not be granted, shall expire and become void unless ocean shipment thereunder is made on or before May 13, 1918.

"Also, all outstanding licenses to import from European countries articles covered by above items numbered 122 to 145 inclusive, and all outstanding licenses for quebracho wood shall expire and become void unless ocean shipment thereunder is made on or before May 13, 1918. As to these, new applications may be made for shipments after May 13, 1918."

The following freight embargo order has been approved by the powers that be:

"By authority of Regional Director Markham you will cancel his recent embargo against shipments of lumber or forest products and all other outstanding embargoes against shipments of lumber or forest products for movement to or via Hagerstown, Potomac yards, or Norfolk, and reissue immediately in accordance with the following:

"Account accumulation and to prevent further congestion embargo is placed effective April 27 on all shipments of lumber, lath, shingles, ties, piling, sash, doors and mill work for movement to or via Hagerstown, Potomac Yards, or Norfolk, except when consigned:

- "A. To the United States government or officer thereof.
- "B. To the United States government for account of the agent or contractor in charge of construction.
- "C. To an officer of the United States government for account of the agent or contractor in charge of construction.

"D. For or on account of the navy department, navy yards, naval stations or marine corps.

"E. To or for account of the United States shipping board emergency fleet corporation.

"No reassignments or re-shipments will be permitted. This will not permit shipments consigned to a government officer in care of an individual, firm or corporation. Outstanding transportation orders issued by the war department and car service section of the Railroad Administration permits will be permitted."

Embargo of the Grand Trunk Railway has been removed except that points in Canada are still embargoed. Shipments to points on that line in Michigan, Illinois and Indiana can now be accepted.

Efforts to improve the water transportation situation include the announcement that 200 wooden ships of 4,700 tons of the Daugherty or Ballin types are to be built by the shipping board, and the agreement on 19,000,000 tons of shipping, including 2,500,000 tons of wooden vessels, as the government's shipbuilding program for 1919. Lumbermen here predict that there will be lots of wooden ship construction not only in Gulf and Pacific coast yards, but in Atlantic coast yards as well. The proposed Daugherty government ships will make the total wooden ships planned by the government 580.

The detail plans and specifications of the Daugherty wooden ship have been under consideration and revision here for the past week or two at the hands of James O. Heyworth, in charge of wooden ship construction for the government; John H. Kirby of Houston, Tex., representatives of the American Bureau of Shipping, and prominent southern pine lumbermen including F. L. Sanford, F. W. Stevens, and W. J. Sowers, director of the Southern Pine Emergency Bureau. The plans and specifications may be ready any day.

The wooden shipbuilding program will be helped materially by Mr. Kirby's plan to establish concentration yards for ship timbers at Beaumont, Gulfport, Jacksonville and Brunswick.

Four wooden ships for the government were launched during the

past week with 11,000 tons total tonnage at Newark, N. J.; Port land, Ore.; Sturgeon Bay, Wis., and Astoria, Ore. The Grant Smith Porter Company, Portland, and Stauffer Construction Company, Vancouver, Wash., has each bid \$100,000 that it can, in the case of the former, beat any other yard in rapid construction of a wooden ship, and in the case of the latter company, that it can construct more wooden tonnage in a year than any other shipyard in the country. The Supple & Ballin Company of Portland claim a world record for getting the seventy-nine frames of a wooden ship in place in forty-four hours.

Although wooden barges are not to be built by the government for the Erie Canal, the shipping board has just authorized the construction of 50 wooden barges of 3,500 tons each for use in the east-west trade, together with 25 large seagoing tugs the board recently ordered. These vessels will be used largely in carrying coal.

The wooden ship department with the rest of the emergency fleet corporation is this month moving to Philadelphia, by order of Charles M. Schwab, director general of shipbuilding, so as to be nearer the shipbuilding center of the country.

The shipbuilding program and various other war activities will be speeded up as a result of the enactment of the general housing bill, which passed the senate recently, but which must be adjusted in a conference committee before finally signed by the president. The bill authorizes the expenditure of \$60,000,000 for housing of munitions workers and other war workers, including government employees in Washington. Under the bill as passed by the senate, the president, not the secretary of labor, is endowed with extra ordinary powers as to buying, commanding, building, leasing, etc., of land and buildings for housing war workers, providing community and transportation facilities for them, etc. It is planned to build thousands of houses of one kind or another, the material largely used being lumber. Model settlements are planned for workers at Newport News, Va.; Hog Island, Pa., and Camden, N. J. ship yards; Newport, R. I. naval station, Bethlehem steel works, and other establishments that will require many millions more than the \$60,000,000 carried by the pending bill plus the \$50,000,000 heretofore provided for housing under the shipping board.

The army medical supply depot here wants bids on a quantity of ambulance and other boxes, bread boards, folding chairs, medical and surgical chests, field desks, wood veneer and other splints, and folding wooden bedside tables, up to May 13.

The navy department wants proposals on a number of lots of white pine, redwood, and spruce.

Government orders for softwood lumber to several trade emergency bureaus here have been very heavy, especially to the Southern Pine Bureau, but shared in by the North Carolina, Georgia-Florida, Alabama-Mississippi, and Douglas fir bureaus. They have run up to 100,000,000 or more feet during the past fortnight, and have been for British export orders, the United States navy, retail yard replacement orders, army storerooms, terminals, powder and bag plants, etc.

Louis Wulchet of Chicago has been here to see about some box material and other business in California sugar and white pine and Arizona soft pine.

R. H. Dowman, president of the National Lumber Manufacturers' Association, has been here recently for a few days. He denied reports that he would stay here on the job in the director of lumber office.

F. K. Paxton of the shipping board's lumber department, and Roland Parry, manager of the Georgia-Florida emergency bureau, have returned from a trip to Jacksonville, Fla., on which they discussed with pine men matters pertaining to ear shortage, price fixing, labor supply, mill operation, etc., in that section. A committee of the Georgia-Florida men came also to take up with the government price questions.

The output of farm implements is to be cut by eliminating 2,000

styles and sizes under an agreement between the Commercial Economic Board and representatives of the industry.

The army camps and cantonments are to be enlarged and per-

haps a few new ones built to accommodate the millions of additional men whom it is planned to draft in order to carry on the war to final victory.



The Lumberman's Round Table



Hire Your Traffic Manager Now

Right now is probably the best time that has ever presented itself to hire a good traffic manager. The railroads, since the government has taken charge of their operations, are cutting down their organizations. A great many wide-awake traffic men, who have been employed in the solicitation of business, are being taken from this work and put into the operating departments, in order to justify their being kept on the pay roll.

A good many railroad men affected by the changes have been quickly looking around for positions in the industrial field, taking the view that their tenure of more or less unnecessary jobs was likely to be of uncertain duration. One such official in the acquaintance of the writer has become traffic manager for a big company which had needed a man for a long time, but had managed to get along without one until this well-equipped railway expert became available.

Of course, it is not to be expected that the hardwood companies can get a bargain in traffic managers, because qualified men in this line, as others, come high. But it is true that more favorable terms can be made now than would have been possible formerly, and it is also true that many railroad men who would have hesitated to leave their positions in the service are now glad to consider work that will take them into the industrial field.

The plan which is being used successfully in the South and elsewhere, of having traffic work done on a co-operative basis, can be adopted by companies which haven't enough work to justify the appointment of a man to serve their individual interests.

Trucking in the Warehouse

A visit to a big veneer storage warehouse in the Chicago district the other day suggested a few ideas on the subject of cutting labor costs in the handling of this material. A warehouse of this character usually covers a considerable area, and moving the crates and bundles around on hand-trucks is a slow process, and expensive both in time and money.

It ought to be a profitable arrangement to use a truck equipped with a storage battery for work of this kind. The "juice" would not need to cost much, and the speed and facility with which the work could be done ought to make the use of the truck a profitable investment. In connection with loading and unloading cars, where speed often is an important factor, a truck operated electrically would enable a lot of time to be saved and better service given to customers.

In the warehouse referred to above, those in charge had equipped a remodeled Ford with small, solid-tired wheels suitable for warehouse use, and had arranged for it to pick up trucks and haul them to the desired point. This plan would work well in some cases, but where there is a lot of space on one floor, a battery-operated truck would be most convenient and successful in actual use.

Solving the Logging Problem

In connection with transportation questions in the hardwood trade, are there any log buyers who are using their own motor trucks as a means of bringing in their purchases from the country districts?

This question is of some interest at this particular moment, because of the difficulty of getting men and teams with which to handle logging operations. That refers especially to territory where the logs are scattered and are purchased in small lots from different buyers, and not to the big operations where the logger is using his own railroad.

A lot of farmers are going to be hard to convince that they ought to spend their time getting out logs for the sawmill man this spring, especially when their crops need attention and food production is undoubtedly the most important item on the program. The only way to get the logs will be to arrange for the handling of them, and as the use of teams might be difficult, in view of the possible distance away from the mill, it looks as though motor trucks might come in handy.

During the freight congestion and bad weather of last winter, motor trucks were used successfully for overland journeys of several hundred miles. In fact, the standardized motor truck designed for United States army use was tested out in this way. Interurban hauls by truck are quite practicable, from the standpoint of money saved as well as that of meeting an emergency. Of course, a truck has to have a fairly good road, but given reasonable conditions in this respect, it ought to be able to make a great showing in handling logs.

Sawmill and veneer mill operators who have been studying the logging question may find in this suggestion an idea that they can profitably apply to this department of their work.

Selling Hardwoods to Retailers

The hardwood manufacturer seldom regards the retail yard man as an important customer, or one worth paying much attention to. He devotes most of his time to the factory buyers, and even the planing mill man who wants a mixed car of hardwoods to take care of the varied demands for small lots of material isn't regarded as the most desirable prospect in the world.

The yard man, however, is showing a good deal of interest in hardwoods just now on account of the high price of pine and other materials usually handled in the retail yards. Hardwood flooring, for instance, is being featured to a larger extent by the dealers, not only because it is an item which can be sold readily, in view of its frequent use in remodeling and repair work, but because today an owner can put in a hardwood floor for not much more than it would cost to lay one of yellow pine.

This situation ought to suggest that with the proper encouragement the retailer might be persuaded to handle other hardwood items, and possibly reach a point of great importance in the distribution of hardwoods.

Poplar, for example, is a wood that ought to be carried in stock by all of the retailers. It is one of the easiest woods to work, and carpenters, householders and others requiring material in small lots ought to be able to get it of their local dealer. There are other classes of hardwood lumber suitable for distribution through the retail yard, and the dealers ought to be educated regarding handling them.

Of course, the situation just now is such that few manufacturers are endeavoring to add to the number of their accounts, in view of the difficulties attendant on production and shipment. However, the hardwood concern which has a few salesmen who are not busy at present might do a lot worse than to have them make an investigation of the retail trade as an outlet for their products. There is no telling when this information will be exceedingly useful in the distribution of what might otherwise be surplus stocks.

Thirty Thousand Cars Ordered

On April 26 the government closed the contract for building 30,000 freight cars at a cost of \$80,000,000. They will be built by the American Car & Foundry Company, whose plants are located in Indiana, Illinois, Michigan, Missouri, Pennsylvania and Tennessee. Negotiations for the construction of 70,000 additional cars are still pending. The cars are of the steel underframe type box and coal.



Appalachian Logging Congress



On April 24 and 25 the Appalachian Logging Congress held a session at Huntington, W. Va., which gave much time to welfare work, and was addressed by a number of speakers who were specialists in their several lines. Among those who spoke were John Raine and R. L. Hutchinson, and both devoted their remarks to the labor problem. Mr. Raine's subject was "An Eye for an Eye and a Tooth for a Tooth," and Mr. Hutchinson's talk might have carried the caption, "The Man's True Worth." Another address which was listened to with much attention was by E. A. Gaskill whose text related to education, but to that particular brand of education which qualifies the mountain people, and particularly the mountain lumbermen, to meet the daily problems which they must face. This education is not necessarily of the book variety. For instance, when the campaign to save flour got under way, the Kentucky mountain people suspected it was a movement to deny flour to the mountaineers and turn it over to the wealthy people of the bluegrass regions, and naturally the mountaineers were not inclined to submit. Meetings were held and when the matter was explained, and the mountain people were convinced that everything was fair and no discrimination was to be shown, they accepted the situation in good humor and were entirely willing to eat corn bread in order to send flour to France.

The meeting raised \$5,000 for the Liberty loan, after an address by B. R. Burns of the C. L. Ritter Lumber Company of Huntington, and after R. L. Hutchinson of the R. L. Hutchinson Lumber Company had led off with a subscription for \$1,000.

Remedy for Labor Trouble

Following are certain points in Mr. Raine's address on the labor situation of the present time:

"As employers we must mobilize our forces not for conflict but for co-operation and for an expression of real concern and good will to our labor, putting them on the plane of real men.

"Machinery and method have their places, but the biggest factor in our logging game is our men. They are men too with all the faculties of ourselves. In dealing with them we must recognize their physical, mental and spiritual natures.

"I am fully aware that there are two sides to these matters and it is easy to prove a case that 'wood hicks' are not worthy of extra attentions and that it is simply 'casting pearls before swine.'

"All improvement must be based upon mutual respect and consideration. If the woodsman is indifferent to our ideals, it must be largely because we have been indifferent to his needs. In winning this mutual respect and co-operation we must take the initiative. Is it not a fact that we have given scant attention to the normal needs of this particular class of labor? Shut away from contact largely with other classes of fellows and forced to live in any sort of 'shack' and to bunk in unclean narrow quarters, we still expect him to play the game as a man.

"Anything here set down should be looked upon as a matter of simple justice that will bring its own reward in both dollars and cents and in that spirit of co-operation that is necessary for the smooth running of our business. It has been said that war will pass when injustice passes and the same may be said of labor troubles."

The Dividend Earner

In speaking of the man who earns the dividends in a business, Mr. Hutchinson said:

"The man who thinks will declare a dividend for you while you sleep. Then you have another man, the man who will put in a day's work, apparently busy, who moves as fast as anybody else and gets nothing done. At the end of the year if you have an efficient manager he will come and tell you that this man has earned so much and that man has not earned it. He will say: 'Here is a man who has earned \$600; he has lost you \$12.' That will happen. It is necessary for you to know who it is and how and why one will

make money for himself and another will lose money for you. As an employer of labor it is necessary to know all the things. The paying of wages not all for the sawmill man. You must know first what services are worth.

The most economical man to get is the highest man you can hire, and the highest priced man you can get is the cheapest you can get. You will get your labor for less than if you have the 'cheap' labor. The product of high priced labor is worth considerably more money. The cheap man lowers the cost; the valuable man advances the selling price, and the further you get the two apart the more money is left to you.

"There are other questions that come up as we go along. It used to be that in the organization of great business affairs men thought they were astute business men and they would get in touch with the clerks of the courts and the judges; they might get them passes over the railroads and certain privileges, and thought that in that way if they should ever fall under the supervision of the judges their sentence might be lighter. That time has passed and the day of such things has gone, just as the day has gone when the salesman could go out with a bottle of liquor in his saddle-pockets and get an order on the merit of that.

C. X. Anderson took up the subject of the conservation of food and fuel, and after explaining the necessity for these measures, he continued:

"It will be no trouble to save the flour if you can get the message to your employees. If people understand the situation they are perfectly willing to do without flour. But the great trouble is that the man who gets a dozen letters from the government every day and reads papers has this information before him and the man who has not access to newspapers can not realize the necessity of it.

"I have a letter from Washington to this effect: that in some of the laboring communities in West Virginia the 50-50 rule is considered a hardship and that the substitutes they are forced to buy are piled up in the kitchens and back yards and then thrown away. That is a fact. People buying substitutes are not accomplishing anything. They are buying practically the same amount of flour and there is not a thing accomplished.

"I hope I have gotten this message to you in such a shape that the association will feel like adopting a resolution that you will in some pamphlet form get this information to your employees, and incorporate in this pamphlet some of the recipes. I have left with the secretary recipes for the use of cornmeal and oatmeal and different uses of potatoes. One reason the substitutes have not been used is because the people do not know how to use them."

What Are the Limits of a Shipping Point?

Manufacturers whose plants are situated near cities but outside their boundaries will be interested to read the following language of the Minnesota supreme court throwing light on the question as to when a given industrial plant may be said to be so situated as to be subject to regular transportation tariffs, as distinguished from switching charges, on the movement of shipments between a plant and a railway company's nearby city yards:

"The limits of a shipping point are not necessarily coincident with the limits of a city. They may be more extensive. Perhaps they may be less extensive, but usually not. The important question is whether the district is a single industrial center. This is usually a question of fact. . . . In determining that question, the extent of the district, the industrial relation of one part to another, the nature of the traffic are things to be considered. Whether the traffic is handled by train crews or switching crews, and whether on waybills or switching orders, are matters to be considered, but the manner of handling is not decisive. The fact that the railroad and the public have acquiesced in applying a switching tariff is important when that fact appears, as it does here."



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Progress in Airplane Products

Veneer and Panel Industries Should Be Able to Forge Ahead

NO DETAIL of airplane construction has been attended by the necessity for more careful study or more revolutionary methods than have the making of glued-up panels for fuselages and of laminations of solid lumber for propellers. The two lines of work, of course, present entirely divergent problems.

In the propeller lamination the principal object has been to insure glue that would give strength equal to or greater than that of the wood itself and to insure its standing up under strenuous usage. On account of the thickness of propeller laminations and the possibilities of approaching or even possibly reaching waterproof quality in the coating or the final finish of the propeller, waterproof glue as a binder for the laminations has not been considered absolutely essential, though the trend is now toward the use of such glues in propellers. On the other hand, glue used in veneered panels forming fuselages or bodies must be definitely waterproof as well as of a high quality from the standpoint of adhesion. Work has been carried on at three sources—by the manufacturers of hide and waterproof glues, by the manufacturers of panels, and by the Forest Products Laboratory at Madison, Wis. The latter department acting for the government carried on research work and the final tests. There has been close and constant co-operation between the various interests applying themselves to the problems.

In propeller construction hide glue is used. Work on this phase of the problem has been directed toward maintaining a standard quality in hide glue production and working out specifications that would adapt themselves to practice. This problem has been solved with the following result: The Forest Products Laboratory, through extensive tests, has determined the necessary specifications for glue to be used in propeller construction. It has arrived at a final working basis for specifications which have been adopted by the Signal Corps as official and does not call for the acceptance of this or that make of glue. The tests taken, except, of course, the final test for acceptance or rejection of the finished airplane or propeller, will be of the glue alone and not as a part of the completed article. The Signal Corps' inspector takes a sample from each barrel of glue ready for shipment from the glue factory and then seals the barrel and forwards the sample to the laboratory. The tests are then made of this particular sample as a representative of the barrel from which it was taken. If the sample passes, the barrel of which it was a part is approved for use in propeller construction. If the sample does not pass, the barrel is rejected for this use. As these tests are of a specific and uniform nature and as glues from sufficient sources of supply have already passed, it can be said that this problem is solved.

The work in developing waterproof glue has not been so simple. The commercial panel of the domestic trade has not been bound with waterproof glue, although for years experiments looking toward development of waterproof glues for commercial work have been common. Most of the products were outright failures and only recently—in fact, only since the great need for waterproof panels for airplanes has been manifest—has the waterproof glue proposition appeared to reach anything like a tangible position in this country. Russian processes have been successful for years, but have been secret and otherwise unavailable.

At the advent of airplane demand many new experimenters entered the field and work was speeded up on waterproof glue processes which have been recognized in commercial practice as at least partially successful. The contact with the government has in all cases been brought about through the Madison laboratory, which has made tests of dozens of glues for which water-resistant qualities were claimed and of panels submitted by many firms which claimed waterproof properties for the binders respectively used. While it appeared that the development of waterproof panels was blocked by the necessity for hot presses in their manufacture, this appeared an obstacle because the facilities for manufacturing hot plate presses were totally inadequate and could not be rapidly expanded. New formulas, however, allow of the manufacture of waterproof panels in cold presses and thus production of acceptable panels can come from either source.

Leaving consideration of the raw glue, we come to the question of its application. The glue using industry or that portion of it interested in airplane work is confronted with a better situation here than existed in commercial practice before the war. First, it has an augmented supply of higher quality hide glue and the authoritative help of the laboratory to guarantee the quality of the shipments it receives. Those interested in the panel end are assured of a nearer approach to an adequate supply of water resisting glue and the constant help of the government through the laboratory to the end that such glue may be constantly improved and its supply steadily enlarged. The need comes then for correct practice in laying the veneers so that the finished panels may come within specifications of the Signal Corps. It seems that with the glue situation rapidly approaching clarification, the biggest obstacle now in the way of airplane panel production is found at the point of contact between the panel maker and the airplane factory.


The chief difficulties are found in specifications for the panels (and the veneers from which they are made) and in the inspection for acceptance or rejection for



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fusilage construction. It is unfortunately true in this as in other lines, that under stress, specifications have been written by men not familiar with trade practice and manufacturing limitations. It is doubly unfortunate in this case that, while the manufacture of panels seems to the unknowing as innocent of all possibility of embarrassing problems, it is in reality one of the most exacting of industrial practices. It has more innocent looking pitfalls than almost any other line. Specifications to be usable in quantity production by the manufacturers of airplane panels or the veneers from which they are made, must recognize these difficulties and properly provide for them. Trouble in the inspection end, of course, closely linked with specifications and would come largely through men who do not know panels and are not qualified to make a practicable application of specifications in their inspection.

Summarized, the situation shows that glues suitable for propellers and for panels has been made available and the supply is being enlarged, thanks to the great work of the Laboratory; veneer and panel makers are consecrated in personal effort and plant production to the national cause; their high motives are more or less nullified by uncertainty as to what may be required, this preventing their really speeding up on airplane work and by great difficulty in making practice conform to conditions laid down. They are still struggling and are even organized especially for the effort, and now their unspoken demand is that as Americans their specialized

knowledge as well as their specialized plants be given the opportunity for the maximum of usefulness in helping bring about our boasted prospective mastery of the air.

Compliance With Marking Instructions Will Bring Quicker Settlement From the Government

HARDWOOD RECORD has received the following letter relative to the necessity for proper marking of all goods forwarded on government orders. The letter here-with gives exact instructions as to the proper method to pursue.

1—Your careful attention is invited to the urgent need of compliance with Signal Corps marking and shipping instructions.

2—In order to furnish necessary information to forces in France furnish in every case a certified copy of form "B" covering each package, with certificate of inspection attached and three additional copies of form "B" all to be forwarded by Expediting Section No. 42, Equipment Division, Signal Corps. A supply of form "B" may be obtained from Inspection Section No. 60, Equipment Division, Signal Corps.

3—Failure to furnish this evidence of contents will result in serious delay in auditing bills for payment.

By direction of the Chief Signal Officer of the Army

(Signed) E. A. COLEMAN,
Captain Signal Corps, Disbursing Officer

Panel Situation in England

The London Timber News, in speaking of the plywood situation in England, says there continues a steady demand for plywood, as a considerable portion of the trade is devoted to government needs. Only a very small proportion is reserved for other purposes. The rapid increase in the use of plywood for aircraft work is doubtless responsible for the heavy demand for the wood being required by the government.

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is likely to increase as time goes on. As regards the supply of plywood it is very doubtful if same will increase, owing to the chief sources of supply now being more or less cut off. We are referring, of course, to Russia and Finland, from where in the past so much of the wood has come. It may even now be possible to get a certain amount from these unfortunate countries, though owing to the great difficulty of getting the stuff to the shipping ports the quantity available from there in the near future cannot possibly amount to very much. Other countries will have to produce the shortage brought about by the war. At the present moment America is perhaps the largest producer of plywood, though this country ought soon to be running her pretty close.

Bold efforts are being made in this country to make the wood on a large scale, and thanks to the enterprise of certain firms these efforts are likely to be crowned with success. The market today can take almost any class of material so far as the wood is concerned, though those best in demand are birch, alder, red gum and ash. As regards the quality the call is not great for anything below first and seconds, and the bulk of the requirements is for first quality only, owing to the severe tests the wood has to undergo in the case of all wood that is bought by the chief government departments. The matter of the glue, or cement, is, of course, all important for aircraft work, and if the wood is to be sold for this purpose it is quite useless unless the manufacturer can produce a perfectly satisfactory mixture. It is, however, rather difficult to understand why the tests in certain respects should have to be so severe. We are referring now more particularly to the boiling test. Surely this is a little too severe, except perhaps in one or two isolated cases. The cold water test for a given number of hours should surely be sufficient in the vast majority of cases. The immersion could be lengthened if the present number of hours is not considered a sufficient test in itself. It is indeed hard to estimate the number of cases where the wood has in practice actually to withstand being boiled.

Veneer Tea Chests in India

It is now proposed to develop the manufacture of tea chests in India, and with this end in view factories using "three-ply" machinery will in all probability be established. The Indian Munitions Board handbook states in regard to this:

Apart from the machinery used, which is almost entirely imported, the tea industry depends very largely on imported stores. The chief reason for this as regards chests was that exporters greatly preferred the patent chests, either of three-ply wood (as the Venesta and Acme chests) or of metal (as the Metalite chests), because these chests weighed less, were more easily closed, and would hold more tea. With high freights the advantage of a light box is obvious. The big Russian buyers, in fact, would not export except in patent chests and were in the habit of repacking in these in Calcutta. High railway freights also were against the Indian sawmills competing successfully with Japan and other countries in the supply of ordinary wood chests, and except in Assam, where local boxes were largely used, the possibilities of Indian supply had hardly been examined.

The timber required for tea chests is of a very special kind. It must contain no sap that would corrode the tea lead in which the tea is packed; must be free from any odor, as tea will take this up readily; and must be well seasoned, as the tea is usually hot when packed, and unseasoned wood will warp. Examination of the question has shown, however, that suitable timber exists in India in large quantities, and that it is only necessary to put the producer and consumer in touch with each other to secure its acceptance. In addition the demand for patent tea chests will inevitably drive this country to establish three-ply factories for the manufacture of these. Bird & Co. are already establishing a three-ply factory in Assam, and the Bengal government is negotiating with another Calcutta firm for concessions in the forests of northern Bengal with the object of supplying the demand for three-ply tea chests in this province.



GENERAL VIEW OF WEST HELENA, ARK. OPERATIONS OF PENROD, JORDAN & MCGOWAN, INC.

Modern Hardwood Operations

Some of the best of the Penrod, Jordan & McGowan, Inc. operations are the sawmill and public works plant at West Helena, Ark., which was started in 1908 and has since that time been operated by the Penrod, Jordan & McGowan, Inc., since 1912. The plant operation was at Helena, Ark., until the plant has since been moved up to the point where it is now located. The plant is producing a large quantity of lumber and is one of the largest of its kind in the south. The plant is located about 100 miles from the city of Helena, Ark., and is one of the largest of its kind in the south. The plant is producing a large quantity of lumber and is one of the largest of its kind in the south. The plant is located about 100 miles from the city of Helena, Ark., and is one of the largest of its kind in the south.



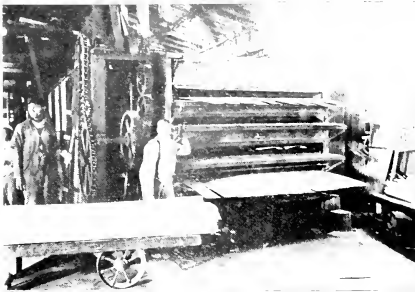
ALONG THE MAIN LINE ROAD TO THE WOODS

The logging is all handled by rail road, the main line leading out from the town of Helena, running about two miles through the heart of the timber. Two leaders leave the main line at the camp and extend about a mile each way. The logging is all done by steam equipment, a two-line Russell skidding being used to haul the logs a distance of from 500 to 600 feet on each side of the main line. As rapidly as the log skidders are loaded, the leaders are taken up and moved on to connect with the main line at more advanced points. The logs are loaded with a Clyde loader capable of handling about thirty cars a day. The loaded and empty cars being handled with a Shay locomotive. Eighty to one hundred men make up the log crew and are kept constantly in the woods by this company.

About a year ago Penrod, Jordan & McGowan, Inc., entered into an extensive and important purchase of very high grade stumpage in the St. Francis basin, having in mind not only the domestic market, but the development of its export trade, which being the way was one of the principle business



CUTTING ROOM OF THE VENEER PLANT AT WEST HELENA, SHOWING TWO 10-INCH ROLLERS



150-FOOT PHILADELPHIA TEXTILE DRYER

The Helena plant is located in West Helena on the M & N A. road which connects with the Illinois Central and the main line of the Missouri Pacific. The plant occupies a tract of about twenty-five acres, half of which is occupied by the lumber department and the other half by the veneer operation.

The lumber equipment includes an eight-foot band saw and a seven-foot band resaw, while the veneer outfit includes two Capital lathes, each with a 100-inch knife, behind which are four 100-inch chippers with traveling tables. The drying is done with three mechanical driers, one 150-foot Philadelphia Textile, one Smith roller and plate drier 150 feet in length,

and one panel drier with exhaust fans, this being 110 feet long. On each side of the mechanical driers (excluding the one used to maintain and honey treat) are taken for moisture in the veneer thereby insuring a product not only uniformly dry but in which the percentage of moisture can be carefully controlled. The veneer department also includes numerous small chippers, cut-off saws, rip saws, etc., which are operated in the special department for cutting veneers for various uses. There is a 42-inch lathe, a planing and jointing department, equipped with a 42-inch lathe, a planing machine manufactured by the Veneer Machinery Company, second Capital Mule and a seven-foot jointer and, by the same company. These were installed for the purpose of finishing to the trade extreme widths machine tapered and pointed into which sheets ready for drying.

The log yard at the Veneer plant is located between the two switching tracks of the main line roads mentioned above and is capable of holding



VIEW IN PACKING AND SHIPPING ROOM



A SIZABLE LOAD OF HARDWOOD LOGS LEAVING FOR HELENA



WAREHOUSE MEASUREMENT AND INSPECTION DEPARTMENT

about two and one-half million feet of logs. These are handled by a McAlister self-propelled log storage machine traveling on a sixteen-foot track and equipped with an 82-foot steel boom, which handles the logs direct from the cars to the yards. Here each kind of log is piled separately and from the separate piles the different woods are handled by electric derricks into the steaming vats. From there they are taken on trucks to the dry saw for cutting into veneer block lengths.

The main building of the Helena plant is 98 feet by 304 feet and has concrete floor and metal sides and roof. The main warehouse is 128 feet by 168 feet and the shipping room also having concrete floors and metal sides is 86 feet by 168 feet. The company has just added an additional warehouse 124 feet by 168 feet. Each machine throughout the plant is individually motor driven, the entire electric energy being generated in a 350-k.w. generator, which in turn is operated by a 150-h.p. Corliss engine, for which steam is produced by three 150-h.p. high pressure tubular boilers. An auxiliary engine of 150 h.p., driving a 75-k.w. generator, operates the night load as all three mechanical driers are operated continuously twenty-four hours a day.

The entire design of the mill equipment was for the special production of high grade rotary veneers, entering particularly to the veneer door, trimmer, press and panel manufacturing trades.

The corporate offices of the company are located in the Bank of Commerce & Trust Building, Memphis. The company is headed by the following



VENEER JOINTING AND TAPING MACHINE



A CORNER OF LUMBER YARD

Production in 1917 for the United States amounted to 4,404,000 cu ft. of Plywood at \$18 per cu ft., or \$79,272,000. At the end of the year the total production for the United States averaged 1,000,000 cu ft. per month. The monthly production for the United States from three quarters before the war to the end of the average year of 1917 is as follows: From 300 to 350,000 cu ft. per month at \$16.00 to \$20.00 per cu ft.; 400,000 to 450,000 cu ft. per month at \$18.00 to \$22.00 per cu ft.; 500,000 to 550,000 cu ft. per month at \$20.00 to \$24.00 per cu ft.; 600,000 to 650,000 cu ft. per month at \$22.00 to \$26.00 per cu ft.; 700,000 to 750,000 cu ft. per month at \$24.00 to \$28.00 per cu ft.; 800,000 to 850,000 cu ft. per month at \$26.00 to \$30.00 per cu ft.; 900,000 to 950,000 cu ft. per month at \$28.00 to \$32.00 per cu ft.; 1,000,000 cu ft. per month at \$30.00 to \$34.00 per cu ft.

No Veneer Ships as Yet

They are making ships, or proposing to make ships, of pretty much every material that can be thought of from steel to wood, and from wood to cement, but it seems that no one has yet proposed to build ships of veneer, with sheet glued upon sheet



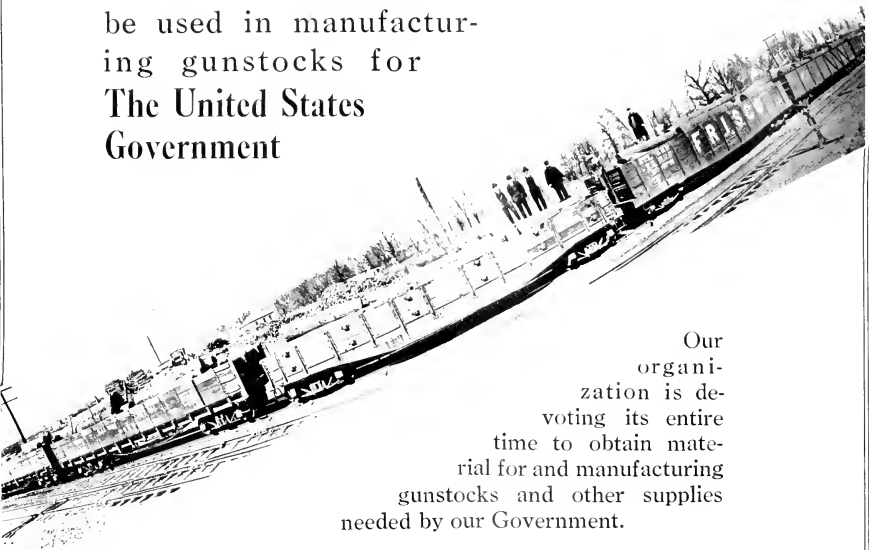
CANDIDLY, SHEETS OF THE THICK SHEET LAYING DOWN UNTIL

until the required thickness of hull has been attained. This omission is rather surprising, for it is well known that a box made of superimposed veneer sheets is much stronger than one of solid wood of equal weight or thickness. Probably the glue problem presents difficulties. Glue might not hold if perpetually wet. However, there is such a thing as waterproof glue, or there is claimed to be. But didn't Robinson Crusoe make a boat with wood and glue?



PULLING SKIDDER THROUGH

Train of Walnut logs arriving
at our plant, which are to
be used in manufactur-
ing gunstocks for
The United States
Government



Our
organization is de-
voting its entire
time to obtain mate-
rial for and manufacturing
gunstocks and other supplies
needed by our Government.

You can assist in this patriotic work by
advising us of the location and owner of any
Walnut timber, and we will do our part.

PICKREL WALNUT CO., St. Louis, Mo.



Hardwood Club Holds Meeting



The Southwestern Hardwood Manufacturers' Club held its April meeting on the 24th of that month at Shreveport, La., and was called to order by Chairman Albert Deutsch at Hotel Youree, and after Secretary A. O. Davis had read the minutes of the former meeting of the club, the meeting took up the work on the program.

One of the matters which seemed to spring up spontaneously for discussion was the eight hour day which Congress seems determined to force upon lumbermen whether they want it or not. It appeared to be the unanimous opinion of those present that lumber interests east of the Mississippi now do not want the eight hour day, and that if those of the Pacific coast don't want it, they should say so in no ambiguous terms.

John M. Prichard, secretary of the American Hardwood Manufacturers' Association, was a guest at the meeting by invitation, and in responding to the call for remarks, he took occasion to praise and condemn the wagon manufacturers of the United States. He praised them for their ability in organizing and mobilizing their forces to help the government, and condemned their greed in attempting to put a little too much lining in their own pockets.

How Prices Were Raised

He related the history of the government letting of contracts for escort wagons; how the original contracts called for wagons at \$187 per wagon; how, afterwards, the government was induced to grant a \$10 increase per wagon so that the manufacturers could add extra dry kiln equipment, after which the prices showed continual increases until they finally reached the figure of \$230 per wagon. He related the history certain wheel contracts, of contracts for rims, and then into the effort to find the cost to the government at which the vehicle men had figured their needs of thick oak, etc. He related the efforts to ascertain this price, how it was given to a committee as \$80 per thousand feet on firsts and seconds green three-inch oak delivered at Chicago, and \$60 on No. 1 common green delivered at Chicago. There was a graduated advance on dry stacks. The correct information shown indicated that the cost price to the government was \$110 on green three-inch oak firsts and seconds. The matter was closed at this point.

He stated that the committee told the government that it was willing to furnish oak to the vehicle makers at any reasonable price so long as the government received the benefit of the difference in the cost to the government on the raw material used by the vehicle manufacturers.

The discussion of vehicle material in general narrowed down to bolsters in particular, and one of the speakers stated that he had learned that parties from the North were endeavoring to induce some of the smaller pine mills of Arkansas and Louisiana to cut into bolsters what hardwoods they had on their lands. He said that the cost to the government of the bolsters was \$115 per thousand, but that the northern wholesalers were only offering the smaller mill men referred to a high price of \$70, while some offers ran as low as \$40. He also related the fact that on pine bottoms for wagons the cost price to the government was \$65 and the buyers only wanted to pay \$42.50. He believed that some education of the small mill man should be undertaken and all the information possible to send him should be furnished.

Open Competition Plan.

The Open Competition Plan was brought up for discussion in a side meeting presided over by J. B. Robinson of the Pellican Lumber Company, Monroia, La. Frank R. Gadd read the minutes of the preceding meeting of this organization and gave a history of work planned and accomplished. The matter of inspection was brought forward by A. O. Davis, and several persons took part in the discussion and pointed out things that might be improved.

At the afternoon session the matter of insurance was introduced in an address by George R. Christie, secretary of the Lumbermen's Reciprocal Association of Texas.

President Deutsch occupied a short time in discussing the cost sheet system and stumpage problems, and others joined in the talk, until the meeting was terminated by G. V. Patton on that the Hardwood Manufacturers' Association of the United States has a man employed on that very work.

Traffic Matters.

J. H. Townshend, Secretary Manager of the Southern Hardwood Traffic Association, addressed the meeting and answered a number of questions by those present.

He believed there would be further advances made in freight rates on lumber. Also that there was a one-cent advance scheduled to go in effect on June 1 but the carriers were given the right to apply it on five days' notice and it was believed they were going to take advantage of this right and make it effective on May 15. In addition they have asked the Interstate Commerce Commission for a two per cent advance from southwestern territory to eastern territory and the hardwood interests were being represented before the commission by his association and a strong protest was being prepared.

Mr. Townshend stated that one effect the government control of railroads through regional directors might have was the advancement of rates on logs from the woods to the mill. He said railroads made a certain rate today on the understanding they would have the original haul out of the lumber from the logs. Government control meant that the lumber from the logs would move via the shortest routes and in any old car and therefore the original haul of lumber might mean nothing to the railway bringing in the logs. It was his opinion that manufacturers could look for embargo and other troubles in eastern territory off and on as long as the war lasted.

Mr. Gadd informed the meeting that his association was preparing to offer the government the whole poplar production. As for white oak, Mr. Gadd stated that there is a difference of nine dollars between eastern and southwestern prices, the higher figure being in favor of the eastern oak.

Furniture prices for higher grades were going up. Mr. Gadd thought this was due to the high wages received by laborers and their disposition to refurnish their homes with good furniture.

Move To Conserve White Oak

J. C. Woodhull, adviser of the war trade board at Washington, has written a letter to J. H. Townshend, secretary manager of the Southern Hardwood Traffic Association, which makes it quite clear that it is the plan of the government to conserve white oak timber and lumber to the greatest possible extent, as indicated by the following excerpts therefrom:

We wish to advise that no white oak railroad ties or white oak ship timbers will be permitted export from this country except where they are needed for war purposes.

We are determined to preserve our white oak for furniture manufacturers, agricultural implement manufacture and the numerous other industries in this country and Canada depending on this species of oak for their supply for the coming years, as all other hardwoods are disappearing and as oak, especially white oak, is to be the mainstay of all the above industries for the future.

We believe the members of your very valuable association will appreciate our effort to conserve and control this very essential national resource.

Domestic Commerce of the United States

An article by O. P. Austin, in a recent issue of *The Americans*, estimated that the internal commerce of the United States totals about \$40,000,000,000 a year, and is divided into the following classes: Manufacturing, \$25,000,000,000; agricultural products exclusive of those consumed on the farms, \$8,000,000,000; minerals, \$2,000,000,000; miscellaneous products, \$1,000,000,000; imports which go into domestic commerce, \$2,000,000,000. Our domestic commerce is growing rapidly. In 1880 it was estimated at \$9,000,000,000; in 1890, \$14,000,000,000; in 1900, \$24,000,000,000; and in 1914, which is the latest year covered by statistics, \$40,000,000,000. On the per capita basis it is now double what it was in 1880.



Wisconsin Discusses Conditions



Members of the Northern Hemlock and Hardwood Manufacturers' Association held a profitable spring meeting at the Pfister hotel, Milwaukee, Wis., on Friday, April 26. President George X. Harder was in the chair and handled his first meeting in excellent fashion.

The major part of the session was executive, being devoted to a discussion of features interesting mainly to the Wisconsin and upper Michigan manufacturers.

Liquor as it affects lumber operations was the opening subject for discussion at the sessions which were informal throughout. J. T. Phillips heads a committee working in the interest of prohibition in Wisconsin and reported for that committee. He stated that he had received contributions totaling \$1,100 in response to a call for a subscription of \$200 from each of fifty members of the association, this money to be used in behalf of the Anti-Saloon League work in Wisconsin. Mr. Phillips made the prediction that the country is going dry regardless of opposition.

There was a valuable discussion on this subject which brought out many points of interest. One member made the statement that while only seventy-five men composed the full crew of a certain woods operation, the December record showed a total of 376 men who were hired.

A. L. Osborn, who cited this instance, spoke very fervently in favor of support in the anti-saloon work. He condemned the saloons as being the center of all things evil, and also said that disloyalty emanates more from those points than from any other one source.

Considerable sentiment in favor of National prohibition developed, it seemingly being conceded that local option could not

take care of the matter. It was brought out that the funds raised are to be used in educating the electorate so that representatives favoring National prohibition may be sent to Washington, thus making it possible to bring about the necessary amendment to the National constitution. The matter was brought to a head by a resolution calling for an assessment of one cent per thousand on shipments of lumber or logs made during 1917, this money to be devoted to the work of the Anti-Saloon League.

Financial reports showed the association and its various departments to be in excellent condition, the conclusion being reached that ample funds are on hand so that an increase in assessment was unnecessary.

The main part of the afternoon session was executive and was given over to a discussion of various matters, important among them being nationally uniform terms of sale. It was voted that the association be represented in this matter officially at the coming meeting of the National Lumber Manufacturers' Association.

After a discussion of matters pertaining to the bureau of grades, it was voted that the group membership in the National Hardwood Lumber Association be continued on the same basis as at present.

The question of the place for holding the mid-summer meeting was easily settled by an invitation from Edward Hines, which was accepted, and which will bring the meeting to Chicago to be held in the South Shore Country Club, Mr. Hines acting as host.

A discussion on bulkheading cars for shipment brought out that the average cost is in the neighborhood of ten dollars per car.

The discussion on market conditions revolved mainly around the hemlock situation.



Michigan Hardwood Men Meet



The Michigan Hardwood Manufacturers' Association held its semi-annual meeting at Hotel Statler, Detroit, April 25, and a number of business matters came up for consideration by those in attendance. The situation was presented in a report by Chairman C. R. Abbott of Cadillac, who reviewed the changed circumstances under which lumbermen must transact business on account of the war. The hardwood interests have been called upon by the government for assistance in a number of ways and the response has been prompt and adequate, whether in supplies for airplanes, vehicles, ships, caissons or in other capacities.

Secretary J. C. Knox dwelt more in detail upon the outline presented by the chairman, and called attention to the several topics which would come up for discussion and consideration. He named the members who will attend the annual meeting of the National Lumber Manufacturers' Association which will meet May 20 and 21 in Chicago: W. C. Hall, Traverse City, Mich.; F. L. Richardson, Alpena, Mich.; W. K. Jackson, Buffalo, N. Y.; J. A. Defaut, Chicago; C. A. Bigelow, Bay City, Mich., and T. W. Hanson, Grayling, Mich.

Among the resolutions passed was one pledging support to the Michigan Manufacturers' Association in its fight against the National Nonpartisan League, an organization whose principles are said to be very similar to those of the Bolsheviks of Russia. The organization had its origin in North Dakota and the patriotism of the leaders is very doubtful.

An extract from the report made by Chairman Abbott on the condition of the market summarized it as here given:

"Careful consideration was given to the April 1 (1918) stock list. The report of total stocks of hardwoods on hand April 1,

1918, compared with one year ago, indicates that there is 14,000,000 feet less on hand, 61,000,000 feet less than two years ago, and 71,000,000 feet less than three years ago. Number 2 common and better hardwoods show more stock on hand than a year ago, which is to be expected owing to the rapid and continued advance in prices during the last few months. The rapid advance in prices has had a tendency to hold up purchases and shipments on the part of consumers, in that they have not taken stock to any extent in excess of their immediate requirements. The amount of available stock is not equal, if adequate, to requirements, and in view of restricted production which is already confronting us, due to labor conditions, it places our commodity in a very healthful condition. Stocks of No. 3 common hardwoods on hand are 33,000,000 feet less than a year ago, and 45,000,000 feet less than two years ago. The stock condition of this part of our product is far below normal, stock on hand being only slightly over 1,000,000 feet more today than on January 1, 1918, after going through a three months' period of the year considered our largest producing period. Fully 75 per cent of stock on hand is not in shipping condition. The unsold No. 3 common is 19,000,000 feet, which is 3,000,000 feet less than was unsold January 1, 1918, and from the amount of stock produced during the last sixty days, the amount of No. 3 common unsold represents approximately No. 3 production during that period. When we consider that the sale of No. 3 common hardwoods, which in the aggregate is for immediate shipment when in shipping condition, has taken up all our stock to a period within sixty days from the saw, there is no question that No. 3 common is in the most healthy condition possible.

"The hemlock situation is very strong. Restricted car regulations and continued advance in southern pine prices, together with

the urgent demand for prompt shipment from all parts of the States as well as a large demand from Cleveland, Pittsburgh and eastern territory, have a tendency to create a rising market."

The trouble that had arisen between lumbermen and vehicle manufacturers over dimension ask for wagons, was explained by C. A. Bigelow. The various angles of the misunderstanding have been fully presented in former issues of *Hardwood Record*, and it is not necessary to recapitulate them here. Mr. Bigelow explained that hardwood lumbermen are in a position to meet the government's demands for vehicle stock, and he expressed the opinion that if the lower prices of this lumber prevailed the vehicle people would be compelled to lower their prices for the wagons to the government. If the present finished vehicle prices stand, the lumbermen would insist on getting for their lumber the base price which the vehicle people sought to convince the government they would be required to pay in figuring their bids, namely \$120 a thousand feet. Mr. Bigelow also told of the work of the Northern

Hardwood & Hardlock Way Engineering Bureau, which they and results are being obtained and that one of the log skidways is being got into for 600,000 feet of birch and 200,000 feet of spruce for the French government to be used in airplane construction. The railroad to and headlock bark situations were also discussed. Mr. Bigelow told the members that the government not only would soon fix the prices to be paid for the different kinds of railroad ties but would insist that the railroads get their supply near at hand in the territory they pass through. In other words, no more southern ties will be hauled north for use on northern lines, nor vice versa. Michigan roads will be compelled to get their supply from Michigan and members promised to get out the volume of ties the government would ask, whether hardwood, headlock or cedar.

In a report by Fire Warden Morford, it was recommended that the new fire assessment be placed at one and a half cents per acre for timberlands and three-fourths of a cent per cord for wood. The association acted on this recommendation and adopted it.



To Standardize Farm Wagons



The farm wagon department of the National Implement & Vehicle Association met on May 1 and 2 at Louisville, Ky., in the largest representation the farm wagon manufacturers have ever known. The purpose of the meeting was to adopt steps leading to the complete standardization of farm wagons. Some thirty manufacturers furnished wagons and gears of new standardized designs for inspection.

The changes involved standard width of track, standard wheel heights, standard widths of tire and also other minor items. Manufacturers from the South, East and West were present as were also various government officials interested in this work.

It is generally known that heretofore wagons have been made in a variety of tracks, the two principle ones being a wide track of 60 inches, used largely in the eastern and southern territory and on the Pacific Coast, and a narrow track, 54 inches obtaining in the middle west, the north, Canada and portions of the middle east. It was unanimously decided to abandon both of these tracks and all others, and adopt a standard of 56 inches, which is the standard track of pleasure automobiles and many other motor vehicles. Thus, after wagons are constructed of this track the farmer moving to any section of the country will be able to use his wagon without making any changes.

The next important change was the adoption of a standard box or bed width of 38 inches outside measure. Heretofore many widths have been made including the 28 inch and also the 48 inch width on wide track wagons. There was some controversy over the loading of cotton bales in the new width, but southern manufacturers agreed to adopt the new standard. It is also understood that the government is requiring the baling of cotton in smaller dimensions in order to economize in railroad car space.

The third important change was the adoption of three standard heights of wheels, 40, 44 and 48 inches. These are to be used in combinations, permitting the use of but one standard gear. A restricted list of tire widths was also adopted, this to be graduated by inches from two to four inclusive.

There were several other important though minor changes in construction adopted, but the foregoing are the ones which will affect the trade throughout the country.

The matter will now be passed to the Commercial Economy Board at Washington and after that will be made effective as rapidly as possible, but not later than January 1, 1929. Part of them will be put into effect by January, 1929, thus allowing manufacturers to use up stocks on hand without loss.

The wagon manufacturers state that in bringing the standardization work to this concrete result they are moving in the interest of the wagon user for with a universal track he can procure a

wagon of his choice almost anywhere and with standard wheel heights and tire widths repair parts are at all times available.

The wagon manufacturers emphasize that in all details of construction the individuality of the manufacturer and his own ideas as to construction for strength and wear have the same latitude as heretofore. Consequently, it is anticipated that so far as competition of makers and brands in seeking the trade of the jobbers or dealers is concerned, this will continue as intensely as heretofore.

Memphis Gets More Logs

The Valley Log Loading Company during May loaded 1,400 cars of logs on the Yazoo & Mississippi Valley railroad and 220 on the Missouri Pacific system in Arkansas. In April it loaded 945 on the former and 125 on the latter. Its total loading was therefore 1,620 cars, against 1,070 last month, an increase of approximately 50 per cent. This is by far the best showing this company has made for more than six months and has resulted in a substantial reduction in the quantity of old logs remaining to be transported to mills at Memphis and elsewhere in this territory. The amount actually loaded during the month was approximately 6,000,000 feet, as compared with 4,000,000 feet for March, and J. W. Dickson, president of the company, estimates that there are only about 5,000,000 feet of old logs remaining to be loaded on the main line of these roads. There is considerable timber on spurs on which this company does not operate. The same authority estimates that new logs awaiting shipment will not exceed, so far as the main lines are concerned, 3,000,000 feet, giving a total of about 8,000,000 feet immediately in sight on such roads. This estimate does not touch the Frisco system, but applies to Yazoo & Mississippi Valley and Missouri Pacific system main lines.

Mr. Dickson said today that, if his company is able to operate as advantageously during May as during April, all but a very small percentage of the old timber in sight would be cleaned up and considerable new timber would be moved. He regards the situation as materially improved and believes that, in a short time, the question of damage to old logs from insects will be practically eliminated.

The increase in loading during the past month has been due partly to the larger number of cars furnished for log handling and partly to a change in the system of loading. The company has been loading on only one division at a time, loading there for several days and then moving to another division. This plan has greatly shortened hauls and has made for highly increased efficiency.

The quantity of timber cut and prepared for shipment during the past few weeks has been comparatively light. This has been due in part to the bad weather and the heavy rainfall during the

and Martin. It has 1,500,000,000, partly to the unwillingness of owners of timber lands to cut their logs and prepare them for shipment when they had so many on rights of way of railroads that could not be moved. The shortage of labor, too, has been a serious handicap and is still so. There will doubtless be increased effort to get logs ready for shipment to the mills, but it is a question whether or not those desiring to cut timber will be able to get enough labor for this purpose. The draft law is operating seriously against the labor supply in the valley territory, while demand for labor for farm work is extremely heavy. The highest wages ever known are being paid. Members of the Southern Logging Association, in session at Memphis April 25, admitted that labor conditions were so serious that they found it almost impossible to make headway with their work. They are using labor saving devices of every kind and are, where possible, employing women. Hardwood interests admit that there is increasing difficulty in securing help enough to man their plants and to take care of the cutting and hauling of timber.

It is therefore regarded as probable that the trade is passing by easy stages from an excess of logs which could not be moved, because of transportation difficulties, to an actual shortage in the quantity of logs awaiting movement by the railroads. The quantity of new logs cut and prepared for delivery is sharply below the corresponding date last year.

Railroad Car Building in Illinois

Announcement has been made that the enormous orders for railroad cars, about to be placed with manufacturers, will come to Illinois to a very large extent. It has been stated that 50,000 freight cars will be that state's allotment of the orders, and that 40,000 of the number will be built in Chicago at a cost of \$120,000,000, or at the average of \$3,000 a car.

No information has yet been given out as to the quantity and kinds of wood to be used in building these cars, but much steel and much wood will be needed. Illinois has long been the leading state in car building, and the statistics for the industry during the period before the war, shows that the annual consumption of wood in the state for railroad cars of all kinds totaled 407,333,000 feet, and that the sum of \$12,400,693 was paid by the manufacturers for this lumber. Thirty-three kinds of wood were used, most of which was southern yellow pine, while 57,000,000 feet of white oak, and 12,000,000 of red oak were reported. Other hardwoods listed in large amounts were yellow poplar, ash, cotton wood, maple, and birch.

Though the manufacture of cars has been largely carried on in Illinois, most of the wood has been drawn from other regions, and the same process will likely be repeated in carrying out the new building program. The Illinois car builders went to other states and regions for lumber, in amounts listed as follows:

Michigan, Wisconsin and Minnesota, 7.7 per cent; Indiana, Ohio and West Virginia, 5.3; Missouri, Kentucky and Tennessee, 8.5; Arkansas, Louisiana and Texas, 23.4; Alabama, Georgia and Mississippi, 20.3; Pacific coast, 7.1. It thus appears that the car makers of Illinois draw for timber supplies upon the principal forest regions of the country. The average price paid at the factories for lumber was \$30.44 at the time these statistics were compiled.

The new orders which have been announced will be much larger than those filled during years of normal business, and they should create a demand for larger bills of car stock.

The fact that Chicago offered great quantities of raw materials, available plants, a surplus of labor, and the best housing conditions of any city of the country is said to have been the prime factor which led to the letting of the government car building contracts to local factories. Among the concerns which will build cars for the government are the Pressed Steel Pulman, Haskell & Barker, Standard Car and the Joyce car companies. The American Car and Foundry Company also will build cars in Chicago and at St. Charles.

F. E. Sullivan, executive secretary of the Coöperative league of Chicago building trades and industries, wrote to Mr. McAdoo on

April 3, outlining the war work facilities of Chicago as indicated from carefully compiled data which had been gathered by the organization.

Labor and housing facilities are as good in Chicago as in any part of the country.

It is said that the government will have supervision or control as to prices of the materials required in construction.

The compensation of the builders will be approximately 5 per cent on the cost, as estimated on the minimum bid.

The five types of cars represent the standard forms of freight cars adopted by the Railroad Administration. These standards are the result of the labors of a committee of experts who for weeks past have been working upon the problem.

The adoption of these standard types, it is believed, will eventually substitute a few scientifically worked-out designs for the numerous miscellaneous varieties of cars, representing probably more than a thousand different old styles and specifications now in use, the accretions of the past.

Dogwood and Persimmon

We all know in a general sort of way that both dogwood and persimmon are made use of, that they enter into the making of shuttle blocks, golf sticks and a few other things, but even the average lumberman has but a vague idea of the exact quantity of these woods used annually or for just what they are used. Moreover many a hardwood lumberman has some dogwood and some persimmon in his stumpage which he knows is worth something, but seldom taken the trouble to investigate and find out what to make of it or how much he might get for it. The time is here when owners of stumpage should bring out the dogwood and persimmon along with other merchantable timber and seek a market for it, not only to realize upon its value, but also to help supply the needs of those who require this particular class of wood.

A little more definite light than we have had heretofore is shed upon the use of these two woods by a special bulletin of the Forest Service recently issued. It shows the annual cut and the principal uses of these woods as follows:

	Dogwood, feet.	Persimmon, feet.
Total annual cut.....	7,518,177	3,571,760
Used for shuttles, spoons, etc.....	7,000,425	2,909,760
Handles.....	190,230	7,000
M.B. equipment.....	147,288	.....
Playground equipment.....	67,000	.....
Scientific instruments.....	31,200	.....
Brushes.....	9,000	1,000
Sporting and athletic goods.....	6,000	206,000
Planing mill work.....	6,000	.....
Boat and shoe findings.....	.....	413,000
Vehicle work.....	.....	35,000

From the above it will be seen that there is twice as much dogwood used as persimmon, which will perhaps seem strange to many, because the persimmon grows to larger size and should yield more timber. Moreover, the dogwood is used for more purposes than persimmon. Except for two or three items the bulk of the persimmon, as with the dogwood, enters into the making of shuttles.

Persimmon enters athletic goods quite extensively, and it is the persimmon which is used more than dogwood in golf stick work. Incidentally it should be mentioned that persimmon enters some into the making of parquetry flooring and is a sort of substitute generally for ebony. It is the American ebony, having many of the characteristics of what we know as ebony, except that it is lacking in the deep color.

Wooden Shoes in War

The armies in the trenches in northern France, and probably in other regions also, use enormous numbers of wooden shoes. They are not suitable for marching, but about camp and in the trenches the soldiers prefer them to leather shoes. They are warmer and drier. As long as water or snow does not come in at the top, the soldier's feet are dry and warm in the wooden shoes. Dampness never soaks through. One pair of such shoes costs only one-fourth as much as leather, and it will wear from five to ten times as long. Such shoes are made of alder, cottonwood, birch, and maple. Alder is preferred before all other woods. It is light, does not check, and is impervious to water.

The Mail Bag

B 1188—Cocobolo, Lignum Vitae and Ebony for Sale

The above named woods are so difficult to obtain, HARDWOOD RECORD presents the following letter offering a good assortment, believing that there may be some who would like to get in touch with this source of supply:

San Francisco, Cal., April 23. To our HARDWOOD RECORD: We now have spot and near San Francisco several cars as follows: 2 cars Mexican rosewood cocobolo, 4 cars lignum vitae, and 2 cars ebony.

B 1189—Dogwood and Persimmon for Sale

Anyone interested in the following offering of dogwood and persimmon can have the name of the writer on applying to HARDWOOD RECORD. The correspondent did not state whether the material is in the log or is manufactured:

Greenwood, Fla., May 6. Editor HARDWOOD RECORD: I have a quantity of dogwood and persimmon I would like to dispose of, and have been informed that you are glad to give me some information regarding its disposal. If you will do this for me I will certainly appreciate it.

Clubs and Associations

Southern Pine Officers Elected

The stockholders and directors of the Southern Pine Association met in Memphis, April 25 and chose the following officers for the ensuing year: Charles S. Keith of Kansas City, president; W. S. Gardiner of Laurel, Miss., and John H. Kirby of Houston, Tex., vice-president; Henry M. Young of New Orleans, treasurer; J. E. Rhodes of New Orleans, secretary; manager, and A. G. T. Moore of New Orleans, assistant secretary.

Massachusetts Association Meets

At a meeting of the Massachusetts Wholesale Lumber Association, Inc., held on Tuesday, April 23, at Young's Hotel, Boston, report was received on the protest against closing of the commercial traffic offices and the decision of the government was announced. Report was also considered on the proposal of the railroads to endeavor to permit some portion of the waiting Southern shipments to go through to New England. The meeting adjourned to dinner, which was followed by a patriotic meeting of lumbermen from all branches of the metropolitan trade. This was a patriotic gathering and one of the most stirring ever held by the local lumbermen. Grafton Cushing spoke on his experiences in the British-French and American trenches; Major Charles S. Wentworth of the 301st Ammunition Train, N. A., who was formerly a prominent Boston hardwood dealer, addressed his audience of personal friends on his own observations pertaining to the war. The lecture of Harness Francis Wilson (Hurd of France) followed. She being the daughter of Francis Wilson, her inherited dramatic delivery and the series of views taken in her retreat from her home during the Battle of the Marne provided a most realistic presentation of the conditions and events of historic importance at that period. Her address aroused such a degree of sentiment in the audience that she received many substantial contributions from the lumbermen toward the Villiers Hospital in Paris, which she is working to assist.

Hope to Prevent Delay in Shipments

The Southern Hardwood Traffic Association is anxious to prevent any delay in furnishing proper billing instructions, and is urging its members to furnish such instructions the day the cars are loaded. It calls attention to the fact that these instructions are frequently mailed, with resultant delay in their receipt and with resultant increase in charges for demurrage, to say nothing of the effect on the movement of freight. The association is also urging that members, in making application for export licenses covering lumber shipments, give all the information requested by the war trade board. It has compiled a list of about twenty reasons why applications have to be returned and is asking that its members check these carefully to see that they are not exposing themselves to certain delay in obtaining these licenses.

The association also calls attention to the fact that orders for diversion or reconignment of lumber shipments to restricted territory will not be permitted and is strongly urging that all members of the association be kept advised about making shipments they desire to have diverted or reconsigned to embargoed territory. It emphasizes the heavy demurrage charges that are certain to accrue under these conditions.

The association believes that it will be able shortly to secure a ruling from the Director General's office that shippers of lumber are entitled to the refund on inbound shipments of logs whether the lumber is shipped over the line handling the logs or not, especially if the line which is due to receive the shipment of lumber is not able to furnish cars. A ruling

to that effect has been secured on the part of the Director General. The association, therefore, holds out the prospect of a ruling which will be of great benefit to Memphis.

At present the following list of members of the Southern Hardwood Traffic Association is available: The association is composed of lumber companies of the following names:

The association has published a list of the members of the association and has also published a list of the members of the association who are in charge of the allied strategy, which will be of great benefit to Memphis.

Announces National Wholesale Committee

The National Wholesale Lumber Dealers' Association has announced its new list of committees covering executive, board of directors and other departments of information, railroad and transportation audit and finance, education, fire insurance, legislation, special railroad committee, inspection, special committee on single standard of hardwood inspection, ocean marine, tele-grams, forestry, American Forestry Association, and various trade relations and terms of sale. In addition there are special committees for marketing, compensation, Chamber of Commerce of the United States, and special war service committee.

The executive committee is made up of H. F. Taylor, Buffalo, president of the association; John W. McClure, Memphis; M. E. Priddy, North Conway, N. A.; F. R. Babcock, Pittsburgh; G. C. Edwards, Columbia, Ontario.

The arbitration committee is made up of J. B. Montgomery, R. B. Raynor, F. R. Whitehead, C. W. Betts, T. F. Adams, J. V. Simmons and F. W. Mowbray.

The special committee on single standard of hardwood inspection is made up of Louis Hill, Baltimore; C. H. Barnard, Greenwood, Ind.; E. V. Babcock, Pittsburgh; R. M. Carrier, Burns, Miss.; and R. H. Vansant, Ashland, Ky.

Traffic Club Adds Members

J. H. Townsend, secretary manager of the Southern Hardwood Traffic Association, and C. R. Tustin, chairman of the membership committee of that organization, have recently returned from Alexandria, Egypt, and other points in Arkansas, Louisiana and Mississippi, where they went in search of new members. They secured a number of applications and laid the ground work for locations that will be added in the near future.

Since January 1 the association has received fifty one new members, of this number forty nine have been received since January 15, the date of the annual of this organization. The association started the new year with the specific object of increasing its membership 100. It is now at the halfway mark and is going strong.

The more recent additions are:

Brown Brothers & Company, Memphis; Henry Malley Lumber Company, Jackson, Miss.; Arkansas Ash Company, Kebewah, Memphis; F. L. Hendrick Lumber Company, Oakvale, Miss.; J. H. Leavenworth, Greenville, Miss.; Charles H. Barnard, Greenwood, Ind.; Brown & Gregory, Memphis; H. B. Markdale, Miss.; J. V. Simmons & Co. (Owensboro, Ky.); Grismore & Hyman Company, Memphis; Frank B. Russell, Louisville, Ky., and Childress Lumber Company, Memphis.

Memphians Entertained by Rotarians

Members of the Lumbermen's Club of Memphis were entertained at a dinner at the Hotel Chisca Tuesday evening, April 30, by Messrs. Ben and Bert Parker and the Rotary Club and they enjoyed every minute of the four hours thus occupied.

The Rotarians had secured a number of prominent speakers and a splendid musical programme was rendered.

Song, patriotism and closer fellowship and friendship were the dominant notes of the entertainment, as they were the dominant notes of the dinner recently given by the former to the latter. There is growing appreciation of the fact that it is up to the leading business men of Memphis to get together and to work together in this serious business of war, and these meetings are not only bringing about closer relations between the members of the two organizations, but they are re-educating them more efficient in the service both of the community and of the government.

The principal speakers were: Douglas Malloch, American Lumberman, St. Louis, who is now devoting practically all of his time to Red Cross work and who was on the front in France during the recent big German advance; J. H. Byron, poet and humorist of the Rotary Club of New York, and Major W. T. Bell, who is identified with the medical officers' training camp at Fort Oglethorpe, Ga.

Major Simmons created tremendous enthusiasm when he declared, as a result of his recent observations on the firing line in France, and as a result of his close contact with those in charge of the allied strategy, that "the line in France and Belgium may bend, but it will never break" and "Mr. Bell also drew tremendous applause when he asserted that he would sooner doubt the divinity of God than ultimate victory for the allied cause.

Bert Parker, president of the Rotary Club, delivered the address of welcome. President McSwain of the Lumbermen's Club responded in behalf of the lumbermen.

A band specially engaged for the occasion furnished music through out the evening. Mrs. Bert Parker sang the "Star Spangled Banner."

Mrs. Clara, cashier, 49th street, while Mrs. J. Roy Wagner contributed non-h to the organization, by ending with her kinship.

The concert was well patronized throughout and the evening closed with the singing of "America."

Hardwood Manufacturers' Market Report

The market report of the Hardwood Manufacturers' Association of the United States dated April, 1918, shows the following figures in standard hardwoods:

E. O. B. CINCINNATI, OHIO														
QUARTERED WHITE OAK		5"	4"	4"	4"	6"	4"	8"	4"	10"	12"	14"	16"	
Fas. 8" & up.	\$70	\$90	\$95	\$95	\$98									
Stocks.....	145													
No. 1 Common and Selects 44		62	66	66	78	78								
No. 1 Common.....	40	58	62	62	66									
No. 2 Common.....	39	42	42	42	43									
Sound Wormy.....	38	40	40	40	42									

QUARTERED RED OAK														
Fas. 8" & up.	\$80	\$83	\$87	\$87	\$91									
Stocks.....	62	68	68	68	77									
No. 1 Common and Selects 55		61	61	61	64									
No. 1 Common.....	51	57	57	57	58									
No. 2 Common.....	34	36	36	36	40									

PLAIN WHITE AND RED OAK														
Fas. 8" & up.	\$72	\$67	\$75	\$75	\$80	\$90	\$100	\$105						
Stocks.....	39	53	63	63	65	75	85	80						
No. 1 Common and Selects 34		45	55	55	56	70	80	85						
No. 1 Common.....	32	43	50	50	53	65	75	80						
No. 2 Common.....	20	24	40	40	35	55								
No. 3 Common.....	13	25	28	28	32									
No. 4 Common.....	3	3	3	3	3									
Sound Wormy.....	3	4	4	4	4									

PLAIN PINE		5"	4"	4"	4"	6"	4"	8"	4"	10"	12"	14"	16"
Fas. 8" & up.	\$48	\$49	\$49	\$49	\$50	\$49	\$42	\$41	\$42	\$41	\$41	\$41	
Stocks.....	47	48	48	48	47	46	44	44	44	44	44	44	
No. 1 Common and Selects 41		49	54	54	58	62	67	72					
No. 1 Common.....	37	43	50	50	53	56	60	65					
No. 2 Common.....	32	37	39	39	39	42							

BASSWOOD		4"	5"	4"	6"	8"
Fas.	\$78	\$84	\$64	\$84	\$64	\$88
Stocks.....	47	52	52	54		
No. 1 Common.....	48	58	58	58	58	58
No. 2 Common.....	34	38	38	38	42	42
No. 4 Common.....	21	25	25	29		
Log Run.....	11	11	11	15		

BIRCH							
Fas.	\$86	\$72	\$72	\$78			
Stocks.....	48	48	48	48			
No. 2 Common.....	34	38	38	42			
No. 2 Common & Better 37		42	42	50			

BEECH							
Fas.	\$84	\$47	\$47	\$55			
Stocks.....	35	38	38	43			
No. 2 Common.....	25	27	27	30			

PLAIN CHESTNUT							
Fas.	\$56	\$67	\$67	\$67			
Stocks.....	42	45	45	47			
No. 1 Common.....	46	47	47	46			
No. 1 Common Wormy 36		38	38	40			
No. 2 Common Wormy 31		33	33	35			

MAGNOLIA		4"	5"	4"	6"	8"
Fas.	\$53	\$57	\$58	\$67	\$75	\$80
Stocks.....	37	41	42	51	60	65
No. 1 Common.....	29	32	33	41		
Log Run (Hard and Soft) 38		42	44			

WALNUT							
Fas.	\$49	\$42	\$42	\$42			
Stocks.....	60	60	60	60			
No. 1 Common.....	37	37	37	37			
No. 2 Common.....	20	20	20	20			

HICKORY		4"	5"	4"	8"	10"	12"	14"	16"
Fas.	\$70	\$82	\$86	\$100	\$84	\$100	\$100	\$100	\$105
Stocks.....	48	62	62	66	80	95			
No. 1 Common.....	32	37	37	41	60	95			
No. 2 Common.....	22	27	27	26					
Log Run.....	14	50	50	58					

ASH							
Fas.	\$70	\$75	\$75	\$100	\$110	\$20	\$135
Stocks.....	50	55	55	80	80	95	100
No. 1 Common.....	50	55	55	45	45	45	45
No. 2 Common.....	30	35	35	45			

Memphis to Adopt Uniform Terms of Sale

It is practically certain that definite and uniform terms of sale for hardwood lumber will be adopted at the meeting of the Lumbermen's Club of Memphis to be held at the Hotel Gayoso Saturday, May 11, and that the trade acceptance, or something very similar thereto, will be put into effect immediately thereafter.

These subjects came up for consideration at the regular semi-monthly meeting of this organization April 27 when the law and insurance committee made its report.

J. H. Hines explained that the trade acceptance would put the business of the lumberman much more neatly on a cash basis, that it would remove all open or book accounts, which represent dead capital, and that it would represent cooperation with the government, which is urging the use of this instrument as a means of facilitating business and business.

Ed. K. H. Anderson said that for practically ten years buyers of lumber had deflected both the terms and the price. He believed the time had come when lumbermen should take advantage of present conditions by determining both their terms and their prices.

Elliott Lang of R. J. Darnell, Inc., outlined the terms under which his firm had been doing business for the past fourteen months, calling for a discount of two per cent if eighty per cent of the net amount of the

invoice were paid in ten days. He said that his firm does not have an average loss of one order per month because of its terms.

J. H. Hines introduced a draft form which he had secured from the federal reserve system. This has provisions for car number, gross invoice, estimated freight, actual freight and net invoice. It is used to draw for eighty per cent of the net amount and bears across its face the following: "This invoice is subject to a discount of two per cent if paid on presentation." It also has stamped across its face in red ink: "Accepted....."

The obligation of the acceptor of this bill arises out of the purchase of goods from the acceptor himself at (upon receipt of goods). The terms of the Anderson-Lang Company were read to the members. These are: "Two per cent discount if eighty per cent of net amount is remitted on receipt of invoice; balance on receipt and inspection, or acceptance for net amount due sixty days from date of invoice."

J. Stanley Willford, secretary of the club and a member of the Bell-Grade Lumber Company, said that his firm had sent out inquiries recently to its customers with a view to ascertaining their sentiment regarding trade acceptances. He reported that all had agreed to the use of these with the exception of the manufacturers of furniture, who explained that they sold their output on such long terms that they could not afford to make acceptances due within sixty days.

Roy Martin for Niekay Brothers, Inc., said his firm was quite willing to make use of the trade acceptance or the terms reported by the Anderson-Lang Company on April 1. He said that he felt that his firm had exercised in a most judicious manner, and it is regarded as virtually certain that the discussion at the next meeting will be followed by definite action at the next.

Four applications for membership were filed at this meeting. These will be voted on next Saturday.

There were sixty-five and seventy members present. President J. F. McSwain occupied the chair. The usual luncheon was served.

Stock Report Encouraging

The stock report of the Hardwood Manufacturers' Association shows the following figures:

In quartered white oak FAS at the eastern mills it shows a stock decrease of 25,000 feet, with total on hand of 1,143,000 feet, of which 152,000 was green and 991,000 dry. The stock unsold April 1 was 611,000, as against 649,000 on March 1.

The southern stock decrease of 281,000 and a total on hand April 1 of 1,173,000, of which 65,000 was green and 1,108,000 was dry. The stock unsold April 1 was 941,000, as compared to 1,188,000 March 1. All of the thick stock shows very short stock, with practically no sold or unsold stock on hand. Four-quarter shows total on hand at eastern mills on April 1 of 799,000 feet and at southern mills that date a total of 473,000 feet. The two southern mills have a total stock on hand of March was 311,000 feet, and 248,000 feet at the southern mills. The unsold stock at the eastern mills was 438,000 on April 1 and 464,000 March 1, while at the southern mills the unsold stock on April 1 was 252,000, as against 287,000 on March 1. The southern mills reported an overage on April 1 of 328,000 feet in this item.

Five-quarter shows the only other item under FAS, with enough stock on hand to worry considerable, and this showed a total on hand April 1 of 272,000 at the eastern mills and 53,000 at the southern mills. In quartered white oak the total value was practically none on hand at eastern mills, while eastern reports only totaled 145,000 feet on hand April 1, while in the No. 1 common and selects the total was only 159,000. No. 1 common at eastern mills reported a total on hand April 1 of 1,328,000 and southern mills 1,483,000. At the eastern mills 212,000 of this is green and 1,116,000 on dry, while southern mills show 149,000 green and 1,334,000 dry on April 1. Unsold at eastern mills April 1 was 1,002,000, as compared to 1,056,000 March 1. At southern mills April 1, 1,318,000 and 1,551,000 March 1.

Second wormy quartered white shows a total stock in all thicknesses on hand at eastern mills 360,000 and southern mills practically nothing at southern mills.

No. 3 common shows a total on hand at eastern mills on April 1 of 619,000 and at southern mills 461,000, while No. 3 common report shows only 206,000 total at eastern mills and 212,000 at southern mills. Quartered red oak FAS shows a very light report with only 159,000 reported on hand by eastern members and 103,000 by southern members, this covering all thicknesses. No. 1 common under this heading shows a total on hand April 1 at eastern mills of 526,000 and at southern mills 793,000, most of this stock being green, and being about 500,000 on hand March 1 is practically the same in both cases, being about 500,000 feet in each instance.

Under FAS plain white oak the report shows a fair quantity on hand, the total at eastern mills being 7,476,000 and at southern mills 1,532,000. Of this figure the eastern mills have green stock totaling 2,008,000 and dry stock totaling 5,468,000 and southern mills show 339,000 feet of green and 1,193,000 of dry. The total unsold at the eastern mills on April 1 was 5,465,000, as against 4,967,000 on March 1, while southern mills unsold April 1 was 2,000,000 and March 1 was 2,500,000 feet of green and 1,193,000 of dry. The total unsold at the eastern mills on April 1 was 5,465,000, as against 4,967,000 on March 1, while southern mills unsold April 1 was 2,000,000 and March 1 was 2,500,000 feet of green and 1,193,000 of dry.

Four-quarter in this grade represents the largest item of accumulation, the total on hand at eastern mills being 3,565,000 and at southern mills 1,025,000 on April 1, and 3,610,000 and 1,025,000 on March 1. Unsold at eastern mills, while 865,000 was unsold April 1 and 464,000 was unsold March 1 at southern mills. Four-quarter also shows a greater accumulation in No. 1 common and selects, it showing 2,066,000 on hand April 1 out of a total of all thicknesses in this grade of 3,294,000 at eastern mills.

The one-third total in No. 1 common, which shows a total on hand at eastern mills of 13,448,000; at southern mills 9,160,000, this being dated April 1 out of this total of 4 4 at eastern mills shows 4,843,000 and 6,265,000 at southern mills. The unsold on March 1 and April 1 was about the same in both cases. The total No. 1 common wormy at eastern mills was 753,000 and at southern mills 2,066,000, while southern reports about 103,000 of an eastern total of 4,503,000 and a southern total of 759,000. No. 2 common showed a total on April 1 on hand of 11,352,000 at eastern mills and 3,215,000 at southern mills, 4 4 representing about two-thirds of this total in both cases. No. 3 common shows about the same total on hand, at eastern mills,

10,275,000, and at southern mills 27,900,000, 1.4 being also its output.

Plain red oak FAS showed a total of 1,118,000 at eastern mills and 3,321,000 at southern mills. The 1.4 stock holding about three-quarters of the total in both localities.

No. 1 common plain red oak showed a total on hand April 1 of 1,721,000 in the East and 1,368,000 in the South. On this total the April 1 surplus compares favorably with March 1 surplus in both localities. Here again the 1.4 is largely in the lead, representing about seventy five per cent of both totals.

Common and No. 2 common do not show material new acquisitions.

Under "Poplar" FAS shows a total of 2,955,000, vs. 1,648,000,000, select, 1,300,000, No. 1 common and select, 1,475,000, No. 1 common, 3,765,000, No. 2 common, 2,705,000, No. 3 common, 5,875,000, No. 4 common, 682,000.

American Hardwood Annual This Month

The first semi-annual of the American Hardwood Manufacturers' Association will be held at the Hotel Gayle, Memphis, Saturday, May 25. This decision has just been reached by the governing board and announcement will be sent to members early next week. Later invitations accompanied by the program for the occasion will be mailed to all members of this body.

The American Hardwood Manufacturers' Association, successor to the Gum Lumber Manufacturers' Association and the American Oak Manufacturers' Association, was formally organized at Memphis, January 15, with R. L. Juelen as president and John M. Prichard as secretary manager. It has taken in all the members of the organizations it succeeded and approximately twenty-five lumbermen not identified with either of these bodies.

Its chief accomplishments to date have been the weekly sales reports issued for the benefit of its members, the notable aid it has given in facilitating the placing of orders for hardwood lumber for the direct or indirect account of the government, and the moving, through a special committee, of the prices which sales representatives used as their basis of cost for lumber in dealing with the government on army escort wagons, as published fully in a recent issue of the *Hardwood Review*.

The association is comparatively young but it is a lusty infant. The semi-annual will disclose this to the satisfaction of all concerned.

With the Trade

Buy Arkansas Timberlands

The Memphis Band Mill Company, Memphis, Tenn., has purchased 1,500 acres of virgin hardwood timber from the Wapanoco Club near Turrell, Ark., and is planning to cut this timber and transport it to its band mill at Memphis for conversion into lumber. Oak, ash, cotton wood and gum predominate. The haul will be only about twenty miles.

Headquarters in Bluefield

S. H. Belcher, who until recently was with the Graham Lumber Company, is now connected with the Ritter Bros Lumber Company, with Bluefield, W. Va., its headquarters. Mr. Belcher is well known throughout the section, especially among lumbermen, and his friends will wish him success in his latest venture.

Changes Office Location

The Mell Vail Lumber Company announces that since May 6 its office at Kane, Pa., has been combined with its eastern sales office in the Crozer building, Philadelphia, Pa. The two offices are merged into one as the home office. The company requests that all correspondence previously addressed to the Kane office be sent to Philadelphia.

Represents Shipping Board

W. McKellar, formerly chief clerk to the general freight agent of the Southern Railway, with headquarters in Memphis, has been transferred to Memphis as district representative of the United States Shipping Board. Mr. McKellar is opening offices there and will give his entire time to looking after shipments of lumber and other raw materials originating in Memphis or passing through the Memphis gateway for account of the Emergency Fleet Corporation.

Mr. McKellar is an old Memphis boy and pleasure is expressed by his many friends over his return to that city for duty.

Holloway Joins Foresters—Hopkins Takes His Place

Glenn H. Holloway, president of the Uley-Holloway Sawmill Company, Clayton, La., and secretary and treasurer of the Uley Holloway Company, Conway building, Chicago, left on sudden call last Thursday, May 2, for the American University at Washington, D. C., where he is assuming duties as first lieutenant, 20th Engineers, Forestry Regiment. Mr. Holloway, according to latest advices, is probably already on the water en route to France.

Mr. Holloway had put in his application some time ago, but had not expected to be called for the next thirty days. Wm. M. Hopkins, who recently retired from his long connection with the Theo. Fathauer Company, Chicago, now occupies Mr. Holloway's desk under an arrangement that will keep him there just so long as Mr. Holloway is away in service. Mr. Hopkins will assume all of Mr. Holloway's duties in the office and in connection with the regular work, and will also assume his official positions in the two above mentioned companies.

John H. Uley, president of the Uley-Holloway Company and its secretary and treasurer of the Uley-Holloway Sawmill Company.

The Uley-Holloway Company has been engaged in erecting three generally completed one of the biggest cement storage bins at Bay Lake, Tenn., in the summer. Mr. Uley and Mr. Holloway, not only are coming out on an annual trip, a portion of the Uleywood bin, but also will build a port for them. The Uley-Holloway Sawmill Company is an outgrowth of a present organization and is owned entirely by Mr. Uley and Mr. Holloway. The company has been erecting a sawmilling operation at Clayton, La., having acquired an extensive tract of virgin timber in that immediate vicinity. It is said that the aim will probably show up over here, than the much advertised St. Francis basin-ship. Naturally the construction has been considerably held up by various conditions which have interfered with all new developments during the past year, but Mr. Uley, who remains with the company, states he is going South next week and expects they will be sawing the first logs while he is at the mill.

The Uley-Holloway Company is fortunate in having been able to secure the cooperation of Mr. Hopkins, who is widely known as a hardwood expert, and the other hand Mr. Hopkins is fortunate in having the opportunity of getting back into the hardwood business on the present basis and with such a desirable connection as the Uley-Holloway institution.

Navigation Opens at North Tonawanda, N. Y.

Lawrence J. Ballew of North Tonawanda, N. Y., reports the arrival on May 2 of the first lumber steamer. The *Roanoke* arrived on that date with a cargo of 600,000 feet of brook and 200,000 feet of spruce.

Captain O'Hagan reported very little ice trouble, especially in Lake Erie, where the ice seems to have broken up and disappeared.

It is reported that this is the first time in the memory of old residents in North Tonawanda that the Niagara River has been clear of ice so early in the spring, as it usually takes from two to three weeks to run out of Lake Erie, flowing over Niagara Falls, breaking up and disappearing in the rapids.

To Build Hardwood Mill

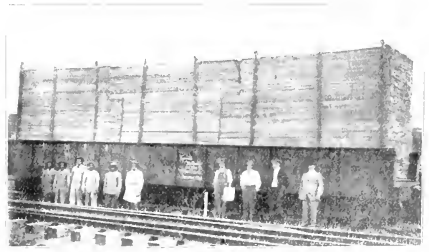
The Mansfield Hardwood Lumber Company has practically completed all arrangements for the building of a hardwood plant in Shreveport, La. The site has been secured, but the company will be in no particular hurry about building, although construction work will start as soon as the necessary machinery can be secured. The company maintains its general office in that city and operates a 50,000 capacity hardwood sawmill at Winnfield, La. S. M. Johnson, president, announces that the new plant will have the same cutting capacity as the one at Winnfield. He recently made some extensive purchases of hardwood stumpage in all sections of north Louisiana and south Arkansas and it is all so located that the logs can be conveniently shipped to Shreveport for manufacture into lumber.

A Record Shipment of Cottonwood

J. R. North, sales manager of the Wisconsin Lumber Company, with offices in Chicago and mills at Dearing, Mo., sends in the accompanying photograph, which shows a carload of 1,314 feet of cottonwood log boards, 1" by 12" to 17" for use in government wagons. This car was shipped from the Dearing plant and was loaded as a solid block of lumber 8", 10" wide, 11", 5" high and 44' long. In writing about the car Mr. North says, "We may not have shipped a record car of this class of material, but if not were prevented only by the physical capacity of the car." He also says this is not merely a spasmodic effort, but that the company uses every endeavor to load car capacity effort to the utmost. For instance, he says that while this is the largest car yet shipped, the company has loaded many cars with from 33,000 to 35,000 feet and several 30,000 to 40,000 feet.

Identifying those shows in the picture Mr. North says:

From left to right the picture shows first the Missouri "Spade Push" (as mislabeled by the way), who did not have anything to do but handle the lumber. All the work was done by the second mislabeled on the right. First, for Collier, Yard Manager McFarland, Auditor Ware, and General Superintendent O. O. Moore, who says the only reason they don't load "large" cars is that the railroad company won't furnish the equipment.



1,314 FEET OF COTTONWOOD SHIPPED FROM WISCONSIN LUMBER COMPANY, DEARING, MO.

Pertinent Information

A Ship a Day

During April a ship a day was completed in the United States, of the average size of 9,000 tons. The total for the month was 236,000 dead weight tons, the largest output for a single month by 75,000 tons. The best previous record was for last June, when the total was 152,130 tons.

Let Contract for Housing

The contract for the erection of some 308 cottages, mess hall and other buildings for the United States Shipping Corporation to house the additional workmen in the shipyard of the Bethlehem Steel Corporation and other plants near Baltimore has been awarded to the Consolidated Engineering Company, and work will be commenced without delay. The contract involves about \$2,000,000. All the buildings are to be of frame.

Report on Baltimore Exports

The statement of exports of lumber from Baltimore for March shows a restoration of spruce to a leading position. The movement of this wood has fallen to small proportions the previous month. Nine hundred and sixty nine thousand feet was shipped and the most striking feature of this showing is the very marked advance made in the declared value of the wood. Although the shipments in March, 1918, were smaller than those of last March by only 34,000 feet, the declared value advanced from \$78,827 to \$120,028, a gain so striking as to attract special attention. Oak and poplar also made a fair showing, which is all the more impressive when the circumstances under which it was made are considered. The only other items on the list wereypress, which once more takes a back seat, and hardwoods, the movement in both being small, and apparently of an incidental character. In fact, there were only five items on the list of which there are many under circumstances approaching normal, which is hardly encouraging to expectations that the foreign movement may show gains. A year ago the variety of the shipments was far greater, even though the different items did not exceed a very moderate volume.

Swedish Furniture Prices

A report by R. S. Townsend, United States consul at Gothenburg, Sweden, says that country manufactures a fair amount of office furniture copied from the American article, some of which is exported to England. The oak necessary for the construction of this furniture is imported from the United States, as the oak grown in Sweden is found too knotty and is very difficult to work. This imported oak is used, in most cases, only for the tops of desks, bookcases, etc., while the rest of the piece is made of soft pine stained to look like oak. The chemicals used in preparing and finishing the wood, as well as the glue used in fastening the pieces together, are obtained from England and Germany. Embargoes on exports from America, England and Germany have greatly handicapped the industry, and as a consequence on October 1, 1917, the prices of Swedish office furniture were increased twenty-five per cent. Another raise of twenty to twenty-five per cent occurred January 1, 1918.

Fine Wood for Flutes

One of the most valued woods for the makers of flutes and piccolos is groundilla or blackwood (*Dalbergia melanoxylon*), which grows in West Africa under the equator. The wood has the finest vibratory qualities and these improve with age. The older the instrument the better the tone. The greatest care is exercised in preparing this wood for flutes and piccolos. The imported product is shipped in rough logs four feet in length, which are split and cut in the required dimensions for the body, head and foot joint. These pieces are in turn bored with a small reamer of about three-eighths inch.

To Encourage Wood Distillation

The Mississippi legislature has passed a bill exempting from taxation for a period of five years all wood distillation plants that may be built in the state. The purpose of this bill is to encourage the wood distillation industry in Mississippi. The measure will affect pine more than hardwoods, but there is much hardwood in the state that might be used in destructive distillation.

A Rainy Day Workshop

The basswood is a tree of peculiar interest to persons who believe in rainy weather. The bloom of this tree always has one roof over it, and usually two roofs. The bloom is suspended by a short stem beneath a specially-shaped leaf called a bract. This bract serves as a sort of umbrella over the flowers to keep them dry; but there is still another provision for keeping the rain from wetting the blooms. Basswood leaves are so adjusted to the twigs, and their edges overlap in such a way, that they form a sort of thatched roof, and the bloom is protected by them. Rain water has a hard time reaching the flower which is sheltered by an umbrella (the bract) and the umbrella itself is sheltered by the leaf thatch above. An observer on one occasion watched a basswood tree during two rainy days in succession, and in that time the flowers remained dry, and during both days bees worked constantly in the flowers, extracting honey which they carried to their hive a thousand feet distant.

When the basswood seeds ripen in autumn each cluster, still hanging beneath its umbrella, separates from the twig, and the umbrella, acting

on the principle of an airplane, sails away with its load of seeds and drops them some distance from the parent tree.

Wooden Combs in Germany

A recent commercial report published by the Bureau of Foreign and Domestic Commerce, Washington, says that, according to a German trade paper, wood is now being largely used in place of ivory, celluloid and other substances in the manufacture of combs in Germany. Excellent toilet combs, it is stated, are made from thinly cut, faultless birch and beechwood. They are light in weight, clean and cheaper than any other kind of comb and prove entirely satisfactory in use. These new "war" combs include ornamental combs, which are frequently carved or painted.

Why Not Try Buckeyes?

The government has been getting after some of the west coast shingle makers because they use flour in making paste with which to fasten labels on their bunches of shingles. It requires considerable flour for paste when it comes to smearing labels for billions of shingles, and in view of the fact that all the flour we have, and more too, is needed for bread and pies, it is reasonable that somebody should object to using so much for pasting papers on single bunches. Consequently, the manufacturers intend to leave the labels off and save that much flour.

Why not make paste of buckeyes? These omnivorous nuts are of no food value to man or lower animals, though a starving red squirrel will gnaw out the non-poison part and eat it, and the California Digger Indians have a way of preparing them for food by denaturing the kernels in a settle of boiling water and sand. Buckeyes are reported to make excellent paste by grinding the kernels into flour and using it in the same way as wheat flour. Bookbinders formerly made their paste of buckeyes, or some of it, and it had the reputation of being proof against moths that were believed if they attempted to eat it.

Whether the good and bad reputations of buckeye paste are well founded or whether they are myths, cannot be positively asserted; but why not put the matter to a test by trying it? There will never be a more opportune time for doing so. Buckeyes are plentiful in regions where these trees grow, and they are scattered from the Atlantic to the Pacific, though they are not found everywhere within these bounds. They are particularly abundant in several eastern states where wagonloads or carloads of the nuts might be easily collected in autumn. They ought to be put into markets for less than half the present price of wheat per bushel.

The Persimmon Tree

Down south some of the people are discussing the question whether the persimmon tree ought to go or stay, whether it is worth the ground it occupies with all its sprouts, or whether it should be exterminated. Northern people are generally unacquainted with the tree and are prejudiced neither for or against it, but they know some of its good points. The textile mills depend largely upon persimmon wood for shuttles. Nearly the whole supply comes from that tree and dogwood, which is another insignificant species. Persimmon wood possesses extraordinary strength. Maple, birch and hickory are generally regarded as our strongest woods, yet not one of them equals persimmon in that respect. In fact, there is not another commercial wood in this country as strong as air dry persimmon. It even goes above pigskin hickory. It would perhaps be better business to afford extra protection and encouragement to persimmon than to advocate destroying it because of the tree's habit of sending up its sprouts all over creation, to which habit the southerners file their strongest objections.

Sassafras Bark

Sassafras bark is on sale in Chicago at thirty-five cents a pound. It is used for making tea, and the bark has long credits it with "thinning the blood in preparation for summer heat." Whether or not it contains the hemoglobiniferous properties attributed to it, the drink is pleasant and most people like it. Sassafras trees make good lumber, which the inspector may let slip through as ash, but trees seldom are large enough for saw logs. The bark is obtained from roots of small saplings, usually in old fields of wornout soil. The flowers are also boiled in water for tea. Large quantities of roots, bark and all, are distilled for sassafras oil, which soapmakers use in scenting their soap. Sassafras tea connoisseurs prefer maple sap instead of plain water, in making the beverage. But people who live in cities cannot cut maple trees, and so they must sweeten their sassafras tea with ordinary sugar and run the risk of having Hoover on their backs for using too much sugar.

California Backsliding

The Pioneer Western Lumberman, published at San Francisco, sounds the alarm that California is backsliding in its use of lumber in house building. The declaration is made that no more wood is demanded by builders now than was used ten years ago, in spite of the fact that the state's population has increased a million; and the following reason is offered to account for the slump in the use of lumber:

One of the reasons for the consumption of lumber falling to keep pace with the increasing population has been the use of concrete blocks, cast metal and composition materials for portions of the building where wood was formerly used and where wood, in the generality of cases, would have been the superior material for the purpose.

Another reason and a most potential one has been the epidemic of apartment-house construction. This type of structure has struck the fancy of many who have given up the atmosphere, responsibility and glossiness of a home for the sun-warping, child-dwaring and labor-saving environment of steam-heated catacombs, in which are incubated habits of slothfulness that can do no otherwise than detract from the morale of the individual.

LUMBER

Cut from logs such as these ranks high in quality and grade. All our stock is from St. Francis River basin logs which produce the highest quality of Gum lumber on the market.

2 Band Mills
100,000 ft. daily capacity

MILLER LUMBER CO.
MARIANNA, ARK.



Mangrove Bark Imported

The exports of mangrove bark from Portuguese East Africa to the United States decreased from 15,500 tons, valued at \$931,483, for 1916 to 1,635 tons, valued at \$95,480, for 1917, according to invoices certified at the American consulate at Lourenco Marques. This bark is used for tanning leather, and competes with the mangrove bark peeled in Florida.

More Wooden Ships

The announcement comes from Washington that arrangements have been made to increase the output of wooden ships by 200 the present year, or about 1,000,000 tons. A statement to that effect was made by Chairman Harley of the shipping board. This will round out a program of 680 wooden ships. It is not announced where the new vessels will be built, but presumably they will be distributed among the various yards east, west, north and south. The wooden ship program seems to have had its share of ups and downs. Sometimes that style of vessels is in favor, then somebody else gets the floor and advocates something else; but all the time the wooden vessels are sliding down the ways into the water. The yards are busy with wooden ships, and the timber for the construction of others continues to come out of the woods, and plenty more timber remains to come out.

The Forests of Maryland

A nicely illustrated book of 152 pages, "The Forests of Maryland," has been compiled and published by the Maryland state board of forestry, under supervision of F. W. Besley, state forester.

Maryland is proceeding in a systematic manner in protecting and developing its woodlands. It long ago dropped out of the class of forested states, because its agricultural interests far outweigh the value of its lumber, but it still has some extensive tracts of forest land and many woodlots in connection with farms. The fire problem is well under control. The sentiment of the people is friendly to protection and development of woodlands. The enforcement of laws looking to that end are easy, and the observance of necessary regulation is general. Some of the old and badly burned forests are coming on again, and it is a matter of surprise how soon the appearance of a wooded landscape changes for the better when fires are kept under control.

Maryland produces large quantities of forest products, ranging from logs, posts, poles, pilings, pulpwood, railroad ties, cordwood and lumber, down to such small articles and commodities as pins, staves, lath, shingles, tanbark, charcoal, drestuff, willow rods, maple sugar, nuts and wild berries and fruits. Some of these resources are of minor importance when considered alone, but in the aggregate they constitute an element of wealth. There is an intimate relationship between the woodlots and the

farms, and it can be seen to better advantage in few places than in Maryland.

Large Order for Locomotives

Director General McAdoo of the United States railroad administration announced May 3 that he had awarded contracts for the immediate construction of 1,025 modern locomotives. Deliveries are to begin in July and continue monthly during the remainder of the year.

The locomotives are of six standard types—one heavy and one light of each type, covering both freight and passenger service, and vary in weight from 290,000 pounds to 540,000 pounds. The order involves an expenditure of approximately \$60,000,000. The engines will be allotted, upon completion, to the various railroad systems where they are most needed.

The awarding of this contract marks the establishment by the government of the standard type of locomotives, specifications for which have been developed and perfected by committees of experts, who for many weeks have devoted much time and study to the subject.

The six standard types of locomotives, two sizes of each class, are expected eventually to supersede the many miscellaneous types and varieties of locomotives now in service, embracing engines built according to 500 or more varying specifications. This is the first time that any real forward step has been taken looking to the wide standardization of locomotive engines.

The contracts were awarded on terms much more favorable to the railroads than the bids originally submitted by the builders.

The order was distributed approximately one-half to the American Locomotive Company and the remainder to the Baldwin Locomotive Works.

Hardwood News Notes

< MISCELLANEOUS >

Among recent incorporations are: The Millan Planing Manufacturing Company, Waycross, Ga.; The Diamond Wood Prod. & Manufacturing Company, St. Louis, Mo., capital \$15,500; the Scarriff C. Co. Saw & Mill Manufacturing Company, St. Louis, capital \$100,000; The Lewis Planing Mill Company, Ardmore, Okla.; the Spring Valley Wood Products Co., a corporation, Spring Valley, N. Y.; the Lyman Brownlee Lumber Co., a corporation, Whatley, Ala., \$60,000 capital; the Talladega Co-operative Lumber Co., Talladega, Ala.; and the Bell Manufacturing Co., a corporation, Ind.

The assets of the C. H. Krause Lumber Company, Antigo, Wis., has been sold at public sale.

J. W. Earle has sold out his interest in the Soo Lumber Company at Sault Ste. Marie, Mich.

The Mississippi Hardwood Company has sold out to the Williams & Norris Hardwood Company, Jackson, Miss.

The A. M. Richardson Lumber Company at Helena, Ark., has incorporated under the same style, its capitalization being \$100,000.

< CHICAGO >

The Lumbermen's Association's quarters at Chicago on Friday evening, April 26, were the scene of the final concentration in this district to be held prior to the National meeting in September. Dinner was served at six o'clock and an unusually good attendance showed up.

It was announced that the annual meeting of the National Veneer and Panel Manufacturers' Association is to be held at Chicago at the Auditorium hotel, June 20 and 21, and matters of great importance will come up.

Among the soldier lumbermen getting into Chicago recently was Paul B. Berry, formerly representing Nicky Brothers, Inc., of Memphis. Mr. Berry has just completed his course at the officers' training camp for enlisted men at Leno Springs, Tex., and went through Chicago on his way to his home in Saginaw, Mich. He expected to be there for a week or so and to leave directly from there for his former quarters at Camp Sevier, S. C. Mr. Berry got through the strenuous training very successfully, but until the new draft units are further worked out will not know what commission he will hold. This will probably be determined very soon, but he is now ranked as a sergeant.

Henry Ballou, Cadillac, Mich., was in Chicago for about a week a short time ago having just come north from Florida, where he has been spending the winter.

W. T. Thompson of the W. T. Thompson Veneer Company, Ellensburg, Ind., was in the city last week on business and while here was looking for fir and spruce bitches.

P. M. Gilbert and J. K. North, respectively vice-president and sales manager of the Wisconsin Lumber Company, Chicago, have both left for the company's operations in the South. Mr. Gilbert left last week and will be gone two or three weeks, while Mr. North is making a flying trip of a few days. Both report sales excellent both as to quantity and price.

The Crosby-Gustus-Ermlinger Company, Chicago, has changed its name to the Orr & Lockett Refrigerator Company.

< BUFFALO >

The main topic of discussion among hardwood men the past few weeks has been the third Liberty loan. The city made an excellent showing under the campaign management of Walter P. Cooke, president of the Great Southern Lumber Company and prominent attorney here. He had a hardworking set of business men to back him up and the visit of Secretary McAdoo also was of much benefit to the local campaign, so that Buffalo exceeded by several millions its quota of about \$31,000,000. The lumbermen's quota was placed at \$900,000 and after a good deal of persistent effort of the lumber committee this amount was exceeded. Not only did the lumbermen themselves take bonds freely, but their employees did so, many yards and offices being eligible to the honor roll, with ninety to 100 per cent of the working force subscribing.

J. B. Wall, president of the Buffalo Hardwood Lumber Company, has returned from a trip to the mills in Georgia, where he made purchases of hardwoods and found much shortage of labor and cars.

Frank T. Tindle of the lumber and coeprage firm of Jackson & Tindle had the misfortune to sustain a wrenched knee last month as the result of a fall while crossing a downtown street. The accident has confined him to bed for about two weeks.

People who wonder how terribly short ocean-going vessels are of the requirements and that the government has fairly shut off all private exporting and importing on that account, will be glad to know that the opening of the lakes has already sent to tidewater quite a number of vessels built at various lake shipyards. Most of the trans-atlantic tonnage is built of steel, though the government is so anxious to save steel for other purposes that it has arranged for the building of smaller vessels of wood, and already one or two of these have been launched at the new Empire Shipbuilding Company's yard in Buffalo. This wooden craft so far is intended for lighter draft in the principal Atlantic harbors and will pass through the new large canal from Buffalo to the Hudson, some of it starting as soon as the canal is officially opened on the fifteenth.

This wood construction of freight carriers on the water is not only encouraged here but in Canada. A lake captain who piloted one of the steamers from the Ohio port, where it was built, to Montreal, states that he saw in the St. Lawrence city four wooden steamers in process of construction for ocean trade. They were all as large as wooden vessels are usually built and had the advantage of quick completion and low cost. At one time it was thought impossible to restore wood shipbuilding to the lakes, both as to the material and also timbers are hard to find, but research has discovered both in sufficient quantity. It was some time ago said that by July the great shortage of ocean craft would be less apparent.

Frank T. Sullivan, a member of the Buffalo lumber trade for some years, and actively engaged in the handling of hardwoods, was married on April 23 to Mrs. Ednah M. Hancock, daughter of Mr. and Mrs. Mortimer M. Mable of this city. After an Eastern motor trip they will make their home at 64 Berkeley place. Mr. Sullivan's office is now located at 600 Elliott street, which is also the headquarters of the Aeroplane Lumber Company, in which he is interested.

Doug McLean, who has been giving much time as committee chairman of the third Liberty loan campaign for several weeks, has been spending a week at the mills of his company in the South.

Charles Clifton has been re-elected president of the Pierce-Arrow Motor Car Company. The company is giving its attention to trucks for war purposes.

< PITTSBURGH >

The Hoffman Lumber Company is opening up a very nice yard on Rosedale street with Pennsylvania Railroad switch in Wilkinsburg. The company will carry a good line of building construction lumber and it will be a strong one on hardwoods.

The Wicman Lumber Company has been declared a bankrupt. The first meeting of the creditors will be on May 11, at the St. Nicholas building in Pittsburgh.

The James M. Bellinger Lumber Company has bought 300,000 feet of logs from E. O. Bristol at Telescope, Pa., and is arranging with the Emporium Lumber Company of Emporium, Pa., to cut the timber, a large part of it being cottonwood.

Frank E. Smith, president of the new Miners Manufacturing Lumber Company, is not passing up any good hardwood orders. He was for years hardwood manager of the C. E. Breitwieser Lumber Company and knows probably as many hardwood buyers in this part of the country as any man in the state.

The J. C. Linehan Lumber Company, new wholesaler in the Park building, is going right after hardwood trade. The boys will remember that J. C. and J. J. Linehan were leading hardwood wholesalers here under the title of the Linehan Lumber Company.

The Pennsylvania Forestry Commission will have set out by the end of this month fully 7,000,000 seedling trees on its forest reservation. The commission has had much trouble in getting enough labor for this work.

The American Lumber & Manufacturing Company is working hard on its big government orders and is shipping a splendid lot of oak, especially timbers, from its plant at Lenox, Ky. President W. D. Johnston is kept busy a large part of the time getting around among the mills.

The Joseph W. Cottrell Lumber Company reports a lot of labor trouble in the South which is interfering with its manufacture of hardwood. Nearly all mills there are low on stock, according to his report, and many of them are cutting out shipments on account of government contracts or railroad embargoes.

The Forest Lumber Company has presented many of its friends with a big war map showing the battleground on the west front in Europe, and also the Italo-Austro-Hungarian war fields. Few companies in the city have more genuine enterprise than the Forest with President Diebold and his hustling associates.

The Acorn Lumber Company reports an excellent demand for everything in hardwood which it can produce and secure. Prices are no longer a question. The problem is how to get the lumber and to get it quick. President H. F. Dombhoff finds his business pays with the manufacturing and industrial concerns as yard trade is lagging badly.

< BALTIMORE >

Building in this city from having been very quiet for months has rather suddenly taken on a degree of activity that can hardly fail to excite surprise. For the first three months of the year the declared value of the new structures for which permits were issued did not exceed \$600,000, whereas in April alone the amount was over \$1,000,000. The showing was made possible by the beginning of work on sixteen manufacturing plants and warehouses of a declared value of \$996,543, outside of which the new work authorized was very insignificant, the grand total being \$1,049,143, against \$1,077,549 for the year so far. The activity in the erection of factories and warehouses, of course, is due almost entirely to the growing war needs of the country. The returns are only for the city proper, the work on plants outside of the municipal limits not being included.

It might have been supposed that all of the hardwood timber on the eastern shore of Maryland had been cut out, but such is by no means the case, according to a paper published in that section, which in a recent issue makes mention of the extensive stumpage still available in what is known as the Pocomoke Swamp. This swamp runs through Worcester and Wicomico counties in Maryland, and Sussex county, Delaware, and it is estimated that there are many millions of feet of timber in the swamp. Timber has been drawn from the swamp for generations, and the pine and oak have disappeared, but there is plenty of cypress and gum left, these woods being used in the manufacture of crates and other fruit packages. It is said that the supply will last for many years at the present rate of cutting.

Among the visiting lumbermen here last week was Chester F. Korn of the Kora-Conkling Company of Cincinnati. Mr. Korn was in Baltimore

twice, taking a run over to New York on the interval to look after some foreign shipments. He recently returned from one of his periodical trips to Europe and talks interestingly of the foreign outlook for the lumber trade. He said when seen that the situation abroad is chaotic and all the indications are that it will remain so as long as the war lasts. Stocks in the United Kingdom, he stated, had been either reduced to small proportions or entirely used up, some of the markets being wholly bare. Lumber is greatly needed, but such are the exigencies of the gigantic struggle that a letting down of the bars is not to be looked for. Exporters, said Mr. Kora, need not expect any revival of shipments until peace is restored, for no matter to what straits the users of lumber in England and elsewhere may be reduced, the government is unlikely to lift the embargoes now imposed. Native grown timber had been drawn upon in the United Kingdom to a degree hardly regarded as possible before the war, some estimates placing the quantity of English timber used at not less than one billion cubic feet. This has satisfied the most urgent requirements but fell far short of meeting all the elementary needs. The exporters, said Mr. Kora, might as well settle down to the conclusion that so long as the war goes on they will be virtually out of business.

Richard P. and Michael S. Baer of Richard P. Baer & Co., Maryland Casualty Building, are mourning the loss of their mother, Mrs. Elizabeth A. Baer, who died of heart trouble on April 26 at her apartments in Baltimore. Mrs. Baer was the widow of Arthur P. Baer, a leather merchant there, and a daughter of the late Richard Price, of the old hardwood firm of Thomas & Price, and father of five sons, all of whom attained prominence in the hardwood trade. Of the sons, Richard W. Price, was a member of Price & Heald; E. M. Price of Price & Hart, New York; W. S. Price of the Price Hardwood Company, and Frank Price of Welch, Price & Co., Frank Price died only a short time ago. Besides the two sons, Mrs. Price has a daughter, who is the wife of Albert G. Thayer, manager of the Magnolia Hardwood Company at Mobile, and another daughter, Miss Nina R. Baer. Mrs. Price took an active interest in charitable and church work and was greatly beloved by all who knew her.

◀ COLUMBUS ▶

Columbus contractors have just set in their fight to land the contract for the reserve supply depot to be located east of the city, the war department announcing that the job had been let to the Hunkin Conkey contracting firm of Cleveland. The depot, which is hereafter to be known as the "Columbus Quartermaster Interior Storage Depot," will be nearly twice as large as first planned. Later it is intended to build warehouses with heating equipment containing 500,000 acres square feet of floor space and 600,000 square feet of open sheds with choker floors.

One of the busiest lumbermen in the Cleveland trade is Arch C. Klumph, president of the Cuyahoga Lumber Company. Mr. Klumph besides being chairman of the local American Protective League, is also doing work for the government in compiling statistics on lumber and its use in the war. Mr. Klumph recently returned from Montgomery, Ala., where he addressed engineering regiments in several military cantonments throughout the country.

A war service flag containing 163 stars has been unfurled at the office of W. M. Ritter Lumber Company of Cuyahoga Falls, O., has been incorporated with a capital of \$25,000 to deal in lumber. The incorporators are I. B. Field, Orlando Wilcox, W. B. Shunway, C. R. Marshall and M. A. Parkin.

The Kelsey & Freeman Lumber Company of Toledo has been incorporated with a capital of \$450,000 to deal in lumber. The incorporators are Alice G. Kelsey, George L. Freeman, Aaron L. Kelsey, Henry W. McKisson and August C. Herrelbrink.

Columbus lumber dealers have been asked by the war department if they can furnish 3,000,000 feet of flooring for the new warehouses which will be erected east of Columbus on the tract of 175 acres just purchased under the direction of Major Albert M. Miller. A survey of the lumber in the local yards is being made and the indications are that long before the government is ready for the flooring it will be on the ground.

To take care of its growing business and to provide for future expansion the Korn-Conkling Lumber Company has increased its capital from \$25,000 to \$100,000. All the new stock has been taken by the present interests in the company.

Fire which was discovered recently in the plant of Amstutz & Son at Bluffton, O., manufacturers of ax handles, completely destroyed the plant, entailing a loss of approximately \$20,000. The plant was located some distance from the village and there was no available water supply to extinguish the flames. Thousands of feet of seasoned lumber were destroyed.

Because of the channel widening project along the Scioto river in Columbus the plant and storage yards of the Acorn Lumber Company will be compelled to move. The yards are located along the banks of the river. At Trotwood, O., the Trotwood Lumber Company has been succeeded by E. J. Garber.

W. B. Horton of the W. M. Ritter Lumber Company reports a continued good demand for hardwoods, with prices strong in every particular. Factories are the best customers at this time, although some buying is being done by the retail trade. Shipments are still slow in coming out because of railroad congestion and embargoes.

J. A. Ford of the Imperial Lumber Company reports a good demand for West Virginia hardwoods with prices continuing firm in every way.

◀ CLEVELAND ▶

Hardwood Inter-Laborers' Association met the last night of the week in a situation which during the last week has reported to the app. 100,000. The Chamber of Commerce, kind of 5000,000 building operations. In the afternoon through which it seemed to be a normal standing, important mission on Monday with only 100,000, and apparently the new order handling had not yet been settled for they have not returned to work at this writing. In all more than 5,000 men are on strike, and this total 10,000 other into industry, say union officials. The argument is the same old thing, more wages. It will be a week or more, it appears, before the present controversy can be settled by mediation or arbitration. All lumber Inter-Laborers are lined up with the Building Trades Employers' Association and the Builders' Exchange in whatever course these bodies see fit to pursue.

Before the end of the month, whatever the outcome of the present labor difficulties, it is expected favorable response to the appeal of Cleveland for some of the proposed \$500,000 for house building, now pending in Washington, will be received here. This is the opinion of Louis A. Moore, secretary and general manager of the newly formed Cleveland Housing Company. It is believed with this money available much will be accomplished this summer toward relieving the housing shortage, and all descriptions of lumber will benefit.

Best showing in point of bond sales over any other team was made by the lumber team headed by W. B. Martin, head of the Martin Barris Company, hardwood house. With the close of the third Liberty loan campaign only just over, exact figures are not available. Others on this team were George N. Conant of his own company, J. E. Diamond of the Missouri Land Exchange and C. A. Nielda of Nielda, Stone & Meyer Co.

George E. Broeze, president of the West Virginia Timber Company, has signed up for a long term of service with Ende Sam. He will be engaged in the organization and operation of the spruce lumber division, with headquarters at Portland, Ore. Mr. Broeze is on his way from that city to Easkin, La., where he will confer with A. G. Webb, vice-president of the company, who left Cleveland this week for that point. Mr. Webb will remain away about two weeks.

◀ EVANSVILLE ▶

Gustave Schoelky, who for several years was at the head of the Schoelky Table Works here, died at his home Tuesday, April 30, at the age of 79 years. He was born in Germany, but had spent most of his life in this country. He is survived by his wife, one son, one brother and three sisters. His brother, who was connected with him in the table manufacturing business, died here a few days before.

For Sale

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COCO BOLO
LIGNUM VITAE
EBONY

LARGE STOCK ON HAND

BEST POSSIBLE QUALITY AND SIZE

Write or Wire

A. SCHUMANN & CO.
216 Pine Street
SAN FRANCISCO, CAL.

James P. Deal, owner of Deal Lumber Co. and contractor, who was well known among the lumber manufacturers and retail dealers of central Indiana, died a few days ago of a fatal illness at Muncie, Ind., his death having been caused by pneumonia. He was 59 years old.

The planing mills of Evansville and several other wood-consuming plants are expected to receive several large war orders from the United States war department during the summer and fall months. This will be the result of the recent visit of Elmer D. Lahrung of the Lubrign Lumber Company and Neal Sauer of the Cottage Building Company at Washington. They interviewed various officials of the war department at Washington and upon their return took the matter up with the Chamber of Commerce here. Several days ago the Evansville Tool Works received an order from the war department for 4,000 camp axes a month for the next year. The various box factories in Evansville have been working for the past year on war orders and they have enough of these orders on hand now to keep the plants busy for several months to come. One of the local box factories will have to increase its manufacturing space because of the additional orders.

Charles Wertz of Maley & Wertz, hardwood manufacturers, has been selected secretary and treasurer of the Evansville Press Club to take the place of Louis B. Levi, who recently resigned to go into training at Camp Zachary Taylor at Louisville, Ky. Mr. Wertz has been a member of the Evansville Press Club for several years.

Charles A. Wolfkin, manager of the Wolfkin West Side Lumber Company, says that while he expects no boom in building during the summer and fall months, he looks for a planting of mills and retail dealers to keep fairly busy. The planing mills have not been operating as steadily as they were this time last year. Several of the small towns around Evansville report some building this spring, but it is not believed their building operations will compare with last year or the year before.

The Ayer & Lord Tie Company and the Ayer & Lord Barge Company, both Illinois corporations and both doing business in the state of Indiana, have fled notice with the secretary of state that they have named Adolph F. Decker of Evansville as their agent in the state. The Ayer & Lord Tie Company does a big business in ties along the lower Ohio river and its tributaries each year.

The regular monthly meeting of the Evansville Lumbermen's Club will be held at the New Hotel Vendome on Tuesday night, May 14, and owing to the fact that this will be the last meeting of the club until the first Tuesday night in September, President George O. Worland is looking for a large attendance. In addition to final plans for the regular summer outing of the club being completed at this meeting, several other matters will be taken up. It is expected that John C. Keller, traffic manager of the club, will review the traffic work looked after by the club during the past several months. President Worland is expected back from Kramer, Ind., in time to attend the meeting.

The various lumber manufacturers of Evansville, as well as many of the retail dealers and owners of wood-consuming factories, will take an active part in the war chest campaign that will open here on May 20 and continue for one week. The plan adopted at Kenosha, Wis., for raising money for the Red Cross and other war purposes has been adopted by the Chamber of Commerce here, and it is expected that enough money will be raised during the week's campaign here to defray the expenses of all war work for the next twelve months. Daniel Wertz of Maley & Wertz will be captain of the teams.

Fred Bergmann of Bergmann & Mann, planing mill owners and lumber dealers at Chrisney, Ind., was a business visitor in Evansville a few days ago and reported trade conditions in his section coming along all right.

"Bud" Seegers, who for many years has been associated with the Heifrich Lumber & Manufacturing Company in this city, returned a few days ago from a trip along Green and Barren rivers in western Kentucky. He reports a good many logs cut and rafted along those rivers and all ready to be towed here when needed by the river saw mills. The river mills in this vicinity have been closed for several months past, and it is not known when they will resume operations. One of the mills that was operated for more than fifty years by the John A. Reitz & Sons has closed down and the company some time ago announced that it would liquidate its business.

Charles M. Friesco, secretary of the Globe-Bosse-World Furniture Company of this city, is on one of the committees appointed by the local council of the Knights of Columbus here to build a new home and hall for the order.

There will be a special meeting of the Evansville Furniture Manufacturers' Association in a few days to talk over plans for holding their regular summer outing. The outing last year was given on a steamboat and barge on the Ohio river, but it is expected the river trip will be called off this year because of the scarcity of steamboats.

LOUISVILLE

Considerable interest is being taken by lumber and other manufacturers in the recent announcement relative to the department of labor placing United States employment service stations in six cities in Kentucky. These stations will be located at Louisville, Henderson, Ashland, Newport, Covington and Paducah. It is planned to have these stations co-operate with one another, and with similar stations in other states, in order to facilitate distributing labor where it is most needed, so that there will not be an

excess of shortage at any given point. These stations will also cooperate with the various old employment bureaus, and if proper cooperation results it is believed that they may aid considerably in supplying manufacturers with a better class of labor. It is pointed out that at the present time, and under the system of men merely looking for jobs, many men are working in industries for which they are not suited. It is believed that under the new system there will be better distribution, and some relief effected. It is pointed out that a centralized service in Ohio has been doing excellent work in the past six months. This bureau has received more than 200,000 inquiries for labor, has supplied 166,000 men and women who were sent to the employers, and has sent a total of 190,000 applicants to the employers. It is claimed that the Ohio bureau has done excellent work, and relieved the situation somewhat.

Alvin H. Ross, 45 years old, former president of the Ross Chair Manufacturing Company, brother of Sheriff W. E. Ross, present president of the company, and a prominent local business man, died on April 27. He had also been president of the Foundation Company of New York shipbuilders, will shortly definitely decide on a location for an inland shipbuilding plant at the Falls Cities. F. W. Algrave, western manager of the company, has been spending a good deal of time in the district of late, and is said to have about completed a deal for taking over the Howard shipyards at Jeffersonville, Ind., and two adjoining properties. It is also possible that the company may build an out plant on the Ohio, south of Louisville, where some big log options have recently been taken.

The American Car & Foundry Company, which recently secured some large contracts for construction of motor and tank cars, plans to begin building freight cars at the Jeffersonville, Ind., plant again, although for the past several years that plant has built nothing but passenger coaches. However, the taking off of many passenger trains has resulted in the railroads having a surplus of passenger coaches, and very little buying has been indulged in. The Jeffersonville plant expects to build wooden box and other cars, using steel frames principally.

Liberty loan campaign meetings were recently held in several of the wood-working plants north of Louisville, at New Albany, where the quota was finally raised with comparative ease. One of these Monday meetings was held at the plant of the Indiana Veneer & Panel Company and another at the plant of the Wood Music Company. Both meetings showed excellent results.

A. E. Norman, Jr., of the Norman Lumber Company, also president of the Louisville Hardwood Club, and director of the Southern Hardwood Traffic Association, was appointed a member of the executive committee of the Princeton Alumni Association of Kentucky at the annual meeting held at the Pendennis Club last week.

McGannon & Kelly Lumber Co., has been doing a good deal of country newspaper advertising in an effort to secure material for the new spoke factories installed at Lebanon, and which operate in conjunction with the concern's sawmills. The company is paying \$40 a thousand for hickory and oak logs, and \$60 per thousand pieces for 2 1/2-inch by 30-inch spokes.

LITTLE ROCK

The stove plant of the Henry Wraps Company at Paragould, Ark., was destroyed by fire on Friday afternoon, May 3. The dry kiln, a large work room, machinery, engines and tools are a total loss. The value of the plant, which was one of the largest of the kind in the state, was more than \$75,000.

The planing mill of the Granger-Kelley Lumber Company at Eureka Springs, Ark., was burned on the night of May 2, entailing a loss estimated to be \$20,000. Several cars of lumber were also destroyed.

The A. M. Richardson Lumber Company of Helena has filed articles of incorporation showing a capital stock of \$100,000. The incorporators are A. M. Richardson, president; Louis McDonald Richardson, vice-president; W. M. Eddy, treasurer; and A. M. Richardson, secretary.

The Peyton Lumber Company of St. Louis is to establish a branch lumber yard in Pine Bluff, Ark., according to an announcement made by E. B. Bloom, secretary of the Pine Bluff Chamber of Commerce.

TEXAS

Benjamin Hoo Hoos will erect the first Hoo Hoo home in the United States, announcement to this effect having been made at the observance of Hoo Hoo day, April 27, with W. A. Fribble, senior snark of the universe, presiding. Plans are worked out by Mr. Fribble and H. D. Fletcher, president of this district, call for a site on the Neches river, where an old-fashioned log house two stories in height and finished in the rough will be erected. The building will cover a ground space of about 50x140 and will contain every modern convenience. The logs will be donated by the lumbermen in this district and an old time house raising day will complete the building between suns. The interior of the structure will be roughly finished, except the floor, which will be polished hardwood, making one of the finest dance floors in the city. A kitchen, banquet hall, reading room, library and rest room for ladies and members of the order will also be included.

Arrangements are being made to allow the government free use of a 100-acre park site in Beaumont to accommodate the large timber assembling plant John Henry Kirby has designated for the city to speed up ship work. Thousands of feet of ship timbers will be stored here for the use of the yards in Beaumont, Houston, Orange, Rockport and Morgan City.

A small amount of machinery will be used in the process of cutting timber to the proper size for the construction of the ship hulls. By the established method of using the old hull men will be permitted to cut ship timbers and to be more accommodating in the plans of the builders. It will also be possible to have the logs being cut in the ship yards from coming from the river, as the ability of one yard having a surplus when another is short, is a matter of no great importance.

The Gulf Export & Transportation Co. is reported to have a 1,500-foot river frontage in its company and will be able to construct a wharf which will take care of its material. It will also be possible to complete the establishment of a steamship yard at a point in addition to the one already in operation and to complete the J. J. Moore, Mexico. The wooden steamer to be built there by the W. W. Co. is being fitted out to take care of the timber trade. It is also being fitted out to Tampa, especially in the north. A company that operates in operating.

William M. Hind, superintendent of construction for the Emergency Fleet Corporation, has been sent to inspect the equipment and all the ships constructed in the sixth district and by the shipbuilding companies. The Beumont Ship Building & Dry Dock Company (or Kirby contract) and the Lone Star Ship Building Company are building equipping docks at a cost of approximately \$500,000 and it is expected that \$2,000,000 will be spent here in equipping the vessels for sea. A big machinery assembling plant will be installed in the western part of the city and Mr. Hind states that the two installation yards are 50 per cent completed and will be ready to receive the first boat launched.

George Sharp, chief surveyor of the American board of shipping; F. W. Lang, surveyor of the wood construction department of the bureau; and E. Prior, naval architect and consulting engineer of the Emergency Fleet Corporation, were recent visitors in Beumont, making a survey of the progress being made on government work. They spoke highly of Beumont as a ship building point and complimented the companies highly on their selection of sites, particularly on account of their adaptability for safe launching. They also went over the work being done by the Beumont Ship Building & Dry Dock Company toward constructing the 3,000-ton dry dock and 3,200-ton marine railway.

Much satisfaction was felt in lumber circles over the appointment of C. E. Walden by Mr. Kirby to be a member of his board. Mr. Walden is vice president of the Sabine Trunk Company, which produces both yellow pine and hardwood, and on account of his home being where the timber assembling plant for the sixth ship building district is to be located, he will be an invaluable member of the board.

B. B. Hall, who has been in charge of the wholesale department of the Sabine Trunk Company, has been made manager of the hardwood department of that company. A. O. Davis, who formerly had charge of this department, has gone to Alexandria, La., where it is reported he will form a wholesale hardwood company.

The Columbia Spar Company of Portland, Ore., has established a branch plant in Orange, Tex., and will finish the spars there for the fifty-two ships to be completed in this district. They claim that in shipping finished spars from the Pacific coast they become more or less damaged and, for this reason, they preferred to do the finishing near the point where the spars are to be used.

WISCONSIN

The Phoenix Chair Company, Sheboygan, Wis., is having plans prepared by Paul & Smith, architects of that city, for a two-story factory addition, 50x75 feet, costing about \$15,000.

The Filer & Stowell Company, Milwaukee, sustained a considerable loss by fire in its brass foundry on April 26. The loss is covered by a blanket policy of insurance on buildings and contents, amounting to \$627,159.

The Below Lumber Company, Stanley, Wis., is closing up its affairs and on or about June 1 will retire from business. Hiram F. Below, president and manager, will go to Marinette, Wis., to establish offices as a wholesale lumber dealer.

The E. L. Eckhart & Son's Company, Parkside, Washburn, Wis., has awarded contracts for the construction of fourteen dwellings for employees. It is intended to undertake similar construction consecutively throughout the year because of the acute shortage of housing accommodations.

According to reports from the North, the O. & N. Lumber Company, Owen, Wis., operating mills and retail yards throughout northern Wisconsin, has acquired the sawmill and lumber yard of the Colby Lumber Company at Colby, Wis.

The Milwaukee Chair Company has awarded contracts for the construction of a two-story office addition, 20x25 feet at its plant at Thirdward and Center streets. The company is advertising heavily for chair assemblers, cabinet makers, cut-off sawyers, rip saw men, machine sanders and band sawyers for day and night work. George Bauer is superintendent.

The Universal Shipbuilding Company, organized some time ago, with a capital stock of \$1,500,000, on May 1 took possession of the wooden ship construction plant of Richoldt, Walter & Company, Stratton Bay, which several days previously launched its largest vessel, a government transport, constructed principally of oak at a cost of \$4,000,000. The keel was laid June 4, 1935. The vessel is being constructed at Stratton Bay, which is fitted with machinery and engine of the Southern Engineering Works, Green Bay, will be taken bound to the Atlantic seacoast through the Welland canal. The new owners of the yard already have undertaken

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WHITE AND RED OAK AND YELLOW POPLAR
 We make a specialty of Oak and Hickory Implement, Wagon and Vehicle Stock in the rough.
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Hardwoods Especially

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25,000	8 4 No. 1 Common and Better Plain White Oak (50 per cent FAS)
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The above stock is thoroughly dry and includes 50 per cent of 14 1/2' lengths. Let us have your inquiries for Cypress Lumber, all grades and thicknesses.

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Can furnish anything in Oak, air dried or kiln dried, rough or dressed

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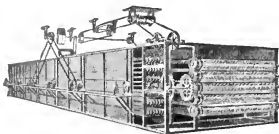
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 Manufacturers of Hardwood Lumber, Oak & Poplar especially
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No checks or
splints. Enor-
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The Philadelphia
Textile
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extensive improvements and enlargements and will build steel in addition to wooden boats for the government. Hubert Riesen is general manager. The B. Heinenman Lumber Company, Wausau, will remodel a business block in that city into a modern office building for its own purposes.

The Chas. W. Fish Lumber Company, Brinswood, Elcho and Antigo, has purchased seventeen acres adjoining its Antigo mill and yard site to provide much-needed room for storage and piling room.

The Cream City Casket Company, Milwaukee, will erect a one-story brick and mill addition to its factory at Thirty-second and Cherry streets. It will be 40x120 feet in size and cost about \$15,000 with equipment.

The John Schroeder Lumber Company, Milwaukee and Ashland, Wis., will start work at once on the erection of a one-story addition to the big wood-working plant operated in connection with its main yards at Walnut street and Pleasant street bridge, Milwaukee. The addition will be equipped as a sawmill to furnish material to the interior woodwork, box, specialty and sash and door mills. B. E. Springer is manager of the manufacturing department.

The Sawyer-Goodman Company's No. 2 mill at Marinette, Wis., was seriously threatened with destruction by fire on April 30. Prompt work kept the loss down to about 8,000 feet of lumber in the yard.

The Home Company, Clintonville, organized some time ago to finance the construction of workmen's dwellings to relieve the acute shortage of housing accommodations, has let contracts for building the first lot of twelve houses. Leading manufacturers of the city are behind the movement.

A. G. Preston, Portage, has purchased the Kershaw sawmill at Wyocena, Wis., and has moved it to Randolph, Wis., where it is being used to saw hardwood logs for the Randolph Wagon Company and also doing custom sawing of hardwoods for farmers of the vicinity.

The Peshtigo Lumber Company, Peshtigo, Wis., has disposed of its entire property to a new company of Fox River Valley capitalists which intends to convert the sawmill, planing mill and auxiliary buildings into a sulphite and pulp mill.

The Dunphy Boat Building Works, Eau Claire, is completing work on a government contract calling for fifty-three motor-driven yaws for coast defense service. Further contracts will be placed as soon as the initial order is delivered.

Employers of Racine, Wis., have taken the first steps toward the organization of a bureau in connection with the Racine Commercial Club, which is to construct homes for workmen to relieve the great shortage of dwellings. In this manner it is hoped to fill up the depleted ranks of industry, as under present conditions it is extremely difficult to attract labor.

The Rice Lake Lumber Company, Rice Lake, Wis., resumed operations of its big sawmill on May 1 after a lapse of nearly three weeks due to labor difficulties. Differences between the company and the men have been adjusted to mutual satisfaction, largely through the mediation of federal agents.

Navigation at the ports of Marinette, Wis., and Menominee, Mich., opened April 24 when the steamer Louis Pahlow cleared with a cargo of lumber from the N. Ludington Company docks for Chicago.

The John Schroeder Lumber Company, Milwaukee, was obliged to close its sawmill at Ashland, Wis., for a day to adjust a walkout of lumber piers, who demanded an increase from \$3.50 to \$3.75 per day. The increase was granted.

The Wisconsin Shipbuilding & Navigation Corporation, Milwaukee, has been organized by leading business men of the city to establish a large shipyard in Milwaukee harbor for the purpose of assisting the government's emergency fleet program. The capital stock of the new company is \$5,000,000, and it proposes to build both wooden and steel ships of Welland canal size for transfer from the Great Lakes to the Atlantic ocean. Among those heavily interested in the company is George T. Johnson, president and treasurer of the Johnson Lumber Company, Milwaukee. L. J. Pettit and Fred Vogel, Jr., leading Milwaukee bankers, have offered the free use of a twenty-acre site near the mouth of the Kinnickinnic river, which is considered ideal for shipyard purposes.

Lumber piers in the sawmills located at Rhinelanders walked out on the morning of May 1 to enforce a demand for an increase of fifty cents a day in wages. The men have been receiving \$3.50 and wanted \$3.75. The trouble was adjusted within a few hours and the men went back to work in the afternoon. It is understood that one-half of the advance was granted.

The Trego Lumber Company, Trego, Douglas county, Wis., has reopened its sawmill for the season and expects to exceed the best previous record of output, due to the broad demand for lumber.

Mutual Fire Insurance

Best Indemnity at Lowest Net Cost
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The Lumber Mutual Fire Insurance Company, Boston, Mass.
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The Indiana Lumbermen's Mutual Insurance Company, Indianapolis, Ind.
The Central Manufacturers' Mutual Insurance Company, Van Wert, Ohio.

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We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

1 car 6/4 Hard Maple; 3 cars 8/4 Hard Maple; 1/2 car 10/4 Hard Maple; 1/2 car 10/4 Soft Maple; 1/2 car 10/4 Plain Oak; 1/2 car 12/4 Plain Oak; 1 car 8/4 No. 2 com. Gum; 1 car 4/4 Log Run Quartered Sycamore; 1 car 3/8 1sts and 2ds Plain Oak

At Two Band Mills

STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT

The Teggio Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties

OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

The Hardwood Market

< CHICAGO >

The Chicago market reflects the situation that obtains pretty much all over the country with deliveries and prices the main features. Some price rises in certain stocks have been nothing short of sensational, and it is difficult to find anyone who reports a single item that does not show

considerable strength. A few stocks are still in a slow favorably as compared to the rest, but when the conditions throughout the leaders is borne in mind, the showing is (December 1917) and 1918 fair.

The box people are still taking all they can get, those handling railroad materials are preparing for the opportunities of lumber for the new government car construction program.

The factory trade is doing very well in the commercial lines, considering the whole situation, while various other lines are suffering or otherwise through war activity continue to be handicapped by a lumber consuming standpoint.

< BUFFALO >

The hardwood demand has been a heavy one during the past two weeks and the yards have been receiving a pretty large quantity of stock from the southern mills. The demand is so because of any great easing up of the traffic situation, at present the lumber was shipped from the mills several months ago. As a result of an extra amount of effort, the railroads seem to have cleared some of the congestion which developed at some western traffic points, but to the advantage of Buffalo wholesalers, whose assortments had been getting depleted.

The market is good for most every variety of lumber, though some grades are of course holding back. Poplar and birchwood have been moving rather freely during the past month and supplies have moved out about as fast as they arrived. Scaresly any one-inch or wood is now to be found for the time being. Maple appears to be poking out in the demand and stocks are now showing some increase, after a considerable scarcity. Thick elm is arriving at some yards in a rather liberal quantity and this stock is selling readily.

< PITTSBURGH >

The demand for oak continues to be the best feature of the hardwood market. Railroad and construction timbers of all kinds are mighty hard to get. Those coming in each day are small lots of such timber or which control small lots of oak under are busy as possible. Prices are fine. There is no question about the demand. It is really a problem to get the lumber shipped quickly enough. Oak and bill stock for the furniture manufacturers is for cherry, mahogany, walnut and hickory. Every bit of this timber in Tri-State territory is being quickly snatched up and there is no question but that the prices are altogether at the wholesale level, except if by some unusual good delivery. For pine and hardwood there is also a big demand. This is partly due to the large amount of this stock which is being used in the construction of gun carriages, etc, and partly due to the shortage of dry lumber with those big concerns which make agricultural implements and wagons.

The automobile trade is not taking as much hardwood as usual. Yard trade is mighty poor and getting no better. Prices everywhere show a tendency to rise.

< BOSTON >

The steady drift of hardwood values into extreme war prices has continued, with but little relief in the way of deliveries of Southern and Western stock. One rail line remained open a week and was obliged to close again indefinitely for the first time in its history at this season. The trade is now engaged in handling problems instead of policies, with very few remaining standards for their judgment.

< BALTIMORE >

In one way there are no changes in the hardwood trade. Dealers as well as mill men continue to find it exceedingly difficult to make shipments, which naturally hampers the volume of business, greatly and seriously curtails the activity of members of the trade. There is not one who could not do far more than he is doing if it were possible to insure delivery, the inquiries being numerous and intending buyers showing a disposition to pay almost any price within reason. In spite of the reduced distribution the quotations are not only maintained but tend higher. Every few days there is a further marking up of the figures, which are already far higher than the most experienced members of the trade ever believed they could go. This applies virtually to every division of the business, poplar showing not less buoyancy than oak and ash. The rise is all the more remarkable in view of the fact that the export movement has narrowed to very small proportions. Almost all of the lumber going to Europe now is put aboard steamers as dunnage. Governments of the countries at war have imposed embargoes that amount to virtual exclusion of foreign woods in order that shipping space may be saved for other purposes. It might be supposed under such circumstances that the hardwood producers would find it difficult to secure markets for their output, but if such is the case, the effect has not become apparent upon the market. The hardwood men here continue to manifest a disposition to augment their stocks in anticipation of possible contingencies that would narrow the movement still more. And in view of the suggestions made for a return to wooden cars on railroads in order to save steel for ships, it looks as though all of the lumber available would be needed. It is mainly a matter of being able to deliver lumber. Anyone who can do this is in a position to do all the business he is able to handle. Many consumers are either entirely out of stocks or their holdings have been reduced to proportions that do not suffice for

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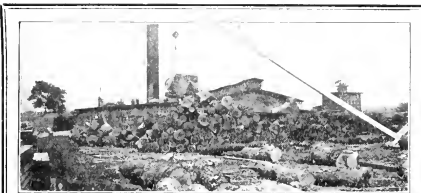
2/4" No. 2 Com. & Bir. ASH.....	41,000*
2/4" No. 2 Com. & Bir. BIRCH.....	22,000*
2/4" No. 2 Com. & Bir. BEECH.....	350,000*
2/4" No. 2 Com. & Bir. BIRCH.....	286,000*
4/4" No. 2 Com. & Bir. MAPLE ELM.....	75,000*
4/4" No. 3 Com. SOFT ELM.....	30,000*
2/4" No. 1 Com. & Bir. BIRCH.....	81,000*
4/4" No. 1 Com. & Bir. BIRCH.....	108,000*
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8/4" No. 2 Com. & Bir. BIRCH.....	17,000*
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2/4" No. 3 Com. BIRCH.....	56,000*
4/4" No. 1 Com. & Bir. MAPLE.....	48,000*
4/4" No. 1 & No. 2 Com. MAPLE.....	270,000*
6/4" No. 2 Com. & Bir. MAPLE.....	216,000*
8/4" No. 2 Com. & Bir. MAPLE.....	16,000*
10/4" No. 2 Com. & Bir. MAPLE.....	33,000*
12/4" No. 2 Com. & Bir. MAPLE.....	58,000*
5/4" No. 3 Com. MAPLE.....	36,000*
4/4" No. 2 Com. & Bir. SOFT MAPLE.....	130,000*

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Stack Lumber Company Masonville, Michigan



Have you seen any better Walnut logs than these?

THEY all grew right in Indiana where hardwoods have always held the choicest farm lands. The best growth of timber as well as the best yield of wheat comes from good soil. The soundness of the log-ends shows that they fed on the fat of the land. My

Indiana Oak
comes from the same soil

CHAS. H. BARNABY
Greencastle, Indiana

their requirements. High wages, together with scarcity of labor and gains in the cost of production in other directions incline mill men to hold back with regard to new developments. Some of those who have made purchases of timber lands in recent months delay the erection of mills and of other facilities, taking the view that they have more to gain by waiting than by going ahead. This, however, is not to be taken as an indication that timber-stumpage experience presages a similar condition of a great demand for forest products of all kinds is looked for after the war, not only in this country, but in Europe, and the belief prevails that the price of timber will continue to advance.

< COLUMBUS >

The hardwood trade rules firm in every way in central Ohio territory. Both retailers and factories are good customers and a bettering of railroad facilities has increased receipts. On the whole the trade is in excellent condition and prospects for the future are considered good in every respect.

Retail stocks are only fair, although there is a disposition among dealers to buy only for immediate needs. They are both to accumulate large stocks under present conditions. Rural dealers are the best customers at this time, as farm construction is fairly active. Prices are firm all along the line and all recent advances have been maintained.

Factories are buying actively, as there appears to be a desire to accumulate hardwood stocks to guard against emergencies. Concerns making boxes and implements are the best customers, closely followed by vehicle and furniture factories. Building operations are not quite so active as earlier in the year and some of the larger cities have been stopped by Federal authorities. Small construction work is going ahead actively, however, and quite a few large building projects are in the air.

One of the best features of the trade is the better transportation afforded by railroads leading from southern hardwood sections to the north. Embargoes are gradually disappearing and the car supply is better. Collections are fairly good when the drains of the third Liberty loan and war relief work are taken into consideration. Quartered oak is strong and the same is true of plain oak. Poplar is moving well, especially the lower grades. Chestnut is in good demand and the same is true of ash and basswood.

< CLEVELAND >

Influence of the war time needs of industry is seen more keenly in the hardwood market this week than before. Much more material is being taken for all such purposes. Ash leads the hardwood list in demand, as this material is required for truck body construction. While there is plenty of this material on hand right now, there is no assurance that Cleveland will continue to receive liberal supplies, and the tendency of prices is upward. All descriptions of ash are firmer in the last fortnight, and while prices are no higher, there is not much disposition to sell even at present quotations. Birch is in better demand, but harder to get of this city, owing to the heavy demand for it in Canada in war work there. Most of the supply for the Cleveland market comes from Canada. Prices have not been altered on this material in the last two weeks, but an early advance here is predicted. Basswood is in light demand, for this time of year, and weakness is noted as some sellers seek to push business. Chestnut is exceptionally active for the lower grades, but the time is at hand when almost any other wood is being taken as a substitute for chestnut, on account of its high prices. Of late a marked improvement in demand for cheaper grades of furniture has developed in this and nearby territory, and this has brought out a keen demand for low grades of elm. As this is the principal outlet so far for this material, there has been nothing developed to warrant a change in prices, and while firm the same quotations hold good here. Gum also is being used to a large extent in the furniture trade of this section, as a substitute for the more expensive woods. There has not been enough activity in this material, however, to alter price. The same influences that affect ash are noted in good hickory. This is required for automobile wheels and other vehicles, but owing to the extreme scarcity of the material here little business is being done. It is really selling faster than it arrives. Owing to the short supply of maple flooring prices have been advanced to unusual levels for this market, and the tendency now is toward substitution of almost any other material that will take its place. Recent advances on maple flooring, according to one authority here, bring quotations up to 100 per cent above those named a year ago. So far this spring maple flooring has been used largely instead of oak, because it was thought to be cheaper than the latter. Oak of all descriptions is tending upward also, prices on plain finished stock having advanced sharply under the influence of the heavy vehicle manufacturing demand. The principal demand right now for quartered oak is for special dimensions for aeroplane stock and the like. Poplar still maintains the firm position it has held for several months back, owing to the unusual demand for all grades for various purposes. Because prices have been higher, comparatively, on poplar than on other woods, for the last year or so, there is practically no change in this description in this market of late. All descriptions of hardwood flooring are moving very slowly in the absence of house building, the principal outlet for this material. While prices are not actually lower in the last few weeks' quotations, according to holders are far lower than the actual value of the material warrants.

◀ INDIANAPOLIS ▶

There is little change in the lumber market in central Indiana, except that there has been not a great deal of demand for all box making materials. Box manufacturing and other industries consuming the market for supplies, because of their large plant capacity.

Some of the hardwood plants are still highly increased demand for oak, which is attributed to the fact that because of the smaller furniture and implement industries are unable to supply their supplies for the government. With the shortage of lumber, there is consequent shortage of timber, and a difficult labor situation, all of which are working at a disadvantage in filling these orders, although some of the deliveries are being made quickly considering all of the disadvantages that are being encountered.

The labor situation is causing the trade to cause trouble, especially in the smaller industrial centers. The tendency seems to be for labor to drift to the larger industrial centers, where higher wages can be paid as a result of the work on war contracts.

Poplar is in heavy demand, and government agents are securing the state in search of walnut for the manufacture of gun stocks and aeroplane propellers. Farmers are being urged strongly to sell their walnut trees to meet the demands of war.

The building trades are inactive, except for the work that is being done on additions to industrial plants. Very little home building is in progress.

◀ EVANSVILLE ▶

There has been little change in the trade of the hardwood lumber manufacturers in Evansville and southern Indiana during the past ten days or two weeks. The up-town mills in Evansville continue to run on good time, and Mabey & Wertz say that they would operate their Columbus street mill on the day and night schedule were it not for the log situation. It is not expected there will be much if any improvement in the log situation during the next three months, for the reason that most of the men in southern Indiana and in Kentucky and Tennessee, where most of the logs brought in here come from, are now busy with their crops, and they will not go back to logging on a vast scale until after they have laid by their crops. Log prices are rather high. A few of the manufacturers have filled supplies of logs held in, but in most instances the manufacturers are short on logs. The manufacturers complain that the car shortage problem has improved but little if any during the past month and they are still having trouble getting enough cars to ship out their orders. Business generally is good and both orders and inquiries are coming in nicely and in a majority of instances the inquiries that are received lead to orders, but after the orders are received the manufacturers are up against the car shortage situation. The demand for the best grades of hardwood lumber remains good, as it has been for several months past. Gum, that has been dragging for a long time, shows some signs of getting stronger, and it is believed prices on gum will go up before long. The demand for the various kinds of lumber that the federal government wants in the building of war materials is especially in strong demand. Hickory, poplar, quartered white oak, plain white oak, elm, maple and quartered cypress are strong. Cottonwood is also in good demand and many of the box factories are using vast quantities of this lumber. General trade conditions are as good as they were this time last year. Crop conditions are promising and farmers just now are unusually busy. Indications point to one of the biggest wheat yields that this part of the state ever had. Building operations are rather slow. Retail lumber dealers report a fairly good trade.

◀ MEMPHIS ▶

The hardwood market continues quiet, steady on all lines and notably strong on some items. There is a very urgent request for ash in both the higher and lower grades and in all dimensions, and this is taken as rapidly as it can be prepared for delivery. There is likewise an excellent demand for the higher grades of quarter sawn oak, especially white. There appears to be only moderate business in quarter sawn red, partly because of a limited demand therefor and partly because of equally limited production and offerings. A large business has been done during the past fortnight in plain oak, from 5-12 inch up, the purchases being made from members of the trade here and elsewhere in this territory by interests having large contracts with the government for war supplies. There was some reasonably thick oak involved in these transactions, but there is nothing to indicate that the vehicle interests have yet entered the market except in a small way, so far as this part of the country is concerned, for the material for the manufacture of army road wagons for the government. Inch plain oak is moving in fair volume. There is a strong demand for the lower grades of cotton wood and gum and for box boards of these materials. There is a very satisfactory demand for high grade sap gum, and there is more inquiry reported for the higher grades of red gum than more recently. Building operations, it would seem, are increasing somewhat compared with more recent experience and this is helping somewhat. Cypress is reported in very steady oil, while hickory not only continues in strong demand but is also advancing in prices.

Manufacture of southern hardwoods is in-receding somewhat under the stimulus of larger log receipts at the mills, but it is still well below normal for this time of year. Labor conditions are quite serious and are proving

Plain & Qtd. Red & White

OAK

AND OTHER
HARDWOODS

Even Color

Soft Texture

MADE **MR** RIGHT

OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO.

(INCORPORATED)

CINCINNATI, OHIO

Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience

IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

FRANK PURCELL

515 Dwight Building, KANSAS CITY, MO.

Harris, McHenry & Baker Co.
LUMBER AND MILL WORK
 Elmira, N.Y.

November
 9th,
 1915.

Paepcke Leicht Lbr. Co.,
 Chicago,
 Ill.

Gentlemen:-

We are using your Red Gum lumber in the manufacture of our high class interior trim and general planing mill work.

This gum is giving excellent satisfaction, being highly graded, soft texture, good widths, and long lengths, also dry, straight and flat.

Respectfully,
 Harris, McHenry & Baker Co.

Dict.
 RRE/LG.

Of course it is true that

Red Gum

is America's finest cabinet wood—but

Just as a poor cook will spoil the choicest viands while the experienced chef will turn them into prized delicacies, so it is true that

The inherently superior qualities of Red Gum can be brought out only by proper handling

When you buy this wood, as when you buy a new machine, you want to feel that you have reason for believing it will be just as represented.

We claim genuine superiority for our Gum. The proof that you can have confidence in this claim is shown by the letter reproduced herewith.

Your interests demand that you remember this proof of our ability to preserve the wonderful qualities of the wood when you again want RED GUM.

Paepcke Leicht Lumber Company

CONWAY BUILDING 111 W. WASHINGTON ST.
 CHICAGO, ILL.

Band Mills: Helena and Blytheville, Ark.; Greenville, Miss.

a decided handicap. Logging is making only moderate progress because of shortage of help and the outlook for big production of hardwood is regarded as far from encouraging.

Distribution is going along under fairly favorable conditions. There are numerous complaints of car shortage for the handling of outbound shipments, especially from non-competitive points. The embargo situation, as will be seen from article published elsewhere in this issue of *HANWOOD RECORD*, is not quite as favorable as two weeks ago. There is a very large amount of "restricted territory" into which shipments of lumber and lumber products cannot be made for the time being unless for the government.

< LOUISVILLE >

Taken as a whole the hardwood demand is fairly active and the trade is having no difficulty in obtaining good prices for all lumber that can be shipped. However, production has been limited in volume for some time past, due to the shortage of labor, cars, especially log cars, logs, and also to the fact that traffic conditions have been such that many concerns have not been especially anxious to increase production. With the eastern market practically entirely cut off by the blanket embargo on southern woods, the trade is being forced to some extent to confine its activities to the Central Freight Association territory and a few other districts. War orders continue heavy, and are taking a good deal of hickory and poplar stock, some heavy ash and oak and other lines. However, the cabinet and furniture trade has not been buying to any extent this season, but may wake up after the show season. Maple has been active and cotton has also been in good demand, especially in boxboards. All veneers are good, and there has been some improvement shown in ash and hickory vehicle stock, especially dimension stock, this being due in part to some revival of vehicle demand on account of the high cost of pleasure cars. It is reported that some of the southern mills are so short of logs that they are being forced to close down, and no improvement is looked to until the farmers get their crops in and have a chance to cut logs. Road conditions are rapidly improving, and with labor to cut the logs the situation will be somewhat better. The log car situation has shown some improvement, but few mills are operating to capacity just now.

< BEAUMONT >

Free movement of almost all grades of hardwood and increasing inquiries have been met in this district by a slight curtailment in production. This was not the fault of the manufacturers, but the heavy rains interfered with logging operations, which were already being held down by the increasing

shortage of labor. The ship building industry, which is growing to enormous proportions along the gulf coast, is paying a much higher price for all classes of labor than the mills can afford with the result that between this and the army drafts labor is constantly getting scarcer. Mills that depend upon contract teams for their logs are also suffering for want of teams.

There is a wonderful demand for oak cross ties for both main lines and switches, and considerable interest is being manifested over what price the government will likely fix. Hardwood men believe that the government will dispose of this question within the next sixty days.

Box factories appear to be awakening to the fact that stocks in their grades are very scarce. Nos. 1, 2 and 3 common in both oak and gum are particularly active and there is considerable inquiry for thick oak. Northern furniture factories appear to be anxious to secure material, while the reputable hardwood men say "read the *HANWOOD RECORD* on that little *Washington stunt*" when vehicle factories are mentioned.

Local men are at sea as to just what effect the big government orders for cars will have on the oak situation. They point out that there has been a man ready with a good price to take every piece of car material offered, and if more lumber and timber of those dimensions are turned out it will be at the expense of some other customer.

The shipbuilding industry has caused a wonderful increase in building, and the permits issued for April amounted to \$194,085, showing an increase of \$87,984 over April, 1917.

< MILWAUKEE >

In spite of the fact that the acute shortage of labor still is a source of great worry to the hardwood industry of northern Wisconsin, the situation with respect to transportation of both logs and lumber remains critical. There has been no appreciable increase in the car supply and mills are straining every resource to provide room for piling their output pending shipment. The situation is especially unfavorable because of the urgent demand for lumber, particularly from the government or its contractors.

Notwithstanding the drawbacks of car and labor shortage, the lumber manufacturers of the North intend to keep their production at the highest possible point, for even then they will be able to fill only a part of the urgent requirements. Summer logging will be carried on in considerable volume, limited, of course, only by the supply of woodsmen available. Some mills which are equipped only to do summer sawing are intending to arrange to provide facilities for winter work during the 1918-1919 season.

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Eight words of ordinary length make one line. Heading counts as two lines. No display except the headings can be admitted.

Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYES WANTED

WANTED SMART YOUNG

hardwood man, stenographer preferred, who can learn to take entire charge of his department. Lumbermen's Bureau, Washington, D. C.

WANTED

Boat builders, cabinet makers, joiners and good first-class house carpenters for government work. Our shops are sanitary, well ventilated, steam-heated, and the working quarters are excellent. Port Clinton is located on the shore of Lake Erie, midway between Toledo and Cleveland, on the main line of the New York Central Railroad. Non-union shop. We offer good wages, steady work and transportation will be refunded. Write us if you want a good job with good pay. THE MATTHEWS BOAT CO., Port Clinton, O.

WANTED

A thoroughly competent and experienced buyer and inspector of Indiana and Ohio hardwoods. Must be strictly sober, honorable and energetic, and furnish best of references.
JOHN I. SHAFER HARDWOOD CO.,
South Bend, Ind.

EMPLOYMENT WANTED

HARDWOOD SALESMAN DESIRES

position. An experienced, high-grade salesman desires to represent in Philadelphia and surrounding territory southern manufacturer or large wholesale firm on a commission basis. Address, "BOX 48," care HARDWOOD RECORD.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.
GEO. W. HARTZELL, Piqua, Ohio.

TIMBER LANDS FOR SALE

FOR SALE—10,000 ACRES

strictly virgin mountain hardwood timber and land. Cruisers report 170,000,000 feet in all, 120,000,000 best white Oak, 25,000,000 best Red Oak, 25,000,000 of Hickory, Walnut, Gum, Ash, Cherry and Linden. In Ozarks of northwest Arkansas, 4 miles of Prisco R. R. at Pettigrew, Ark., only \$12.50 acre in fee. Full information given by J. B. Drury, Room 210 Granite Bldg., St. Louis, Mo.

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, 800 Line, Minneapolis, Minn.

TIMBER FOR SALE

16 M. FEET SOUND SQ. EDGED
White oak timber, 12 to 22" square, 12 to 24' long. Will saw special sizes to go with these if desired. BROWN & HARRIS LUMBER COMPANY, Holmesville, O.

LUMBER WANTED

FOR GOVERNMENT WORK

The almost daily Bulletins of the Lumbermen's Bureau, 809 Munsey Bldg., Washington, D. C., contain rush inquiries for all character of Hardwoods for government departments and government contractors, with lists of new contractors, prices, etc.

KIND	THICKNESS	GRADES
Poplar & Beech	1" to 2"	All
Maple	1" to 4"	All
White Ash	1" to 4"	No. 1 Com. and better

Write us what you have to offer.
BUFFALO HARDWOOD LUMBER CO.,
940 Seneca St.,
Buffalo, N. Y.

WANTED

2 cars 6"x8"—8' mixed Oak Cross Ties.
2 cars 6"x8"—8' white Oak Cross Ties
1 car 6"x8" mixed Oak Switch Ties.
2 cars 2" mixed Oak Bridge Plank.
JOHN I. SHAFER HDWD. CO., South Bend, Ind.

MANUFACTURERS—TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.
R. H. CATLIN CO.
Equitable Bldg., Wilmington, Del.

WANTED TO BUY

Hard and soft wood Slabs and Edgings, 12", 16", 24", 30" and 48" for fuel wood. Also Charcoal. Write COVEY-DURHAM COAL CO., 431 S. Dearborn St., Chicago.

LUMBER FOR SALE

CHESTNUT

Sound wormy—4/4 & 6/4, 50% 14 & 16" good widths.
No. 1 Com. 4/4 dry—good widths.
No. 2 Com. 8/4, dry good lengths and widths.

MAPLE

Hard—log run—4/4 & 8/4.

OAK—PLAIN RED

FAS 4/4 & 6/4, dry, good widths—50% 14 & 16",
#1C 4/4 dry, 50% 14 & 16" lengths.
#2 C. 4/4, dry, 50% 14 & 16" lengths.

OAK—PLAIN WHITE

#2 C. 4/4 dry, good widths and lengths.
#3 C. 4/4, dry, good widths, 5' 14 & 16".

QUARTERED WHITE OAK

Clear face strips—2 1/2"x5 1/2"—65% 4" & wider, 50% 14 & 16".
#2 Com. 4/4, 50% 14 & 16".

OAK DIMENSION

Sound square edge, 8x8 to 14x14, up to 28", cut to order.
AMERICAN LUMBER & MFG. CO.,
Pittsburgh, Pa.

FOR SALE

30 M. feet No. 1 Com. & B., 10/4, 12/4 & 16/4, 12, 14 & 16' Red and White Oak, green.
2 cars Ash. Will cut to thickness desired. Log run. All choice logs.
40 M. feet No. 2 Com. & B., 4/4 Chestnut. Good lengths. Very few worms. Bone dry.
BROWN & HARRIS LUMBER COMPANY,
Holmesville, O.

FOR SALE

Several carloads of thoroughly dry, clear redwood boards, any width up to 16" and any thickness. Large stock so prompt shipment is assured. Write THE PACIFIC LUMBER COMPANY, 3612 So. Morgan Street, Chicago, Ill., for further particulars.

ALFRED P. BUCKLEY

Lumber Commission
932 N. Broad St., Philadelphia, Pa.

The vast shipbuilding industry, in addition to its already large business in building, furniture, interior woodwork and E. B. lumber, make Philadelphia an attractive field. Hardwood Lumber is my specialty. Correspondence solicited.

DIMENSION STOCK WANTED

WANTED—CLEAR OAK DIMENSION
1 1/2", 1 1/4", 2" squares, 18", 19", 26", 30" lengths. Also other sizes. Plain and Quartered Oak. INDIANA QUARTERED OAK CO., 52 Vanderbilt Ave., New York, N. Y.

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LACEY TIMBER CO.

332 South Michigan Avenue, Chicago

HARDWOODS FOR SALE

ASH

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa. BTR., white, 1 1/2-2 1/4" good with & leth. dry. **EFFORD HARDWOOD LUMBER CO.,** Buffalo, N. Y. COM. & BTR., 3/4", 8/16", reg. with & leth. **HOFFMAN BROS. CO., Ft. Wayne, Ind.** NO. 1 C. 1 1/4", 1 3/8", 1 3/4", 2" reg. with & leth. **FAS 4/4", 5/8", 7/8", 1 1/4", 1 3/8", 1 3/4", 2" reg. with & leth. NICKELY BROS., INC., Buffalo, N. Y. COM. & BTR. 12 1/2" UTLEY-HOLLOWAY LUMBER CO., Chicago. FAS 3 1/4", 1 1/2", 1 3/4" & 1 1/2", reg. with & leth. **WISCONSIN LUMBER CO., Chicago, Ill.****

BASSWOOD

FAS 3/4", NO. 2 C. 5/4 & 6/4. BABCOCK LUMBER CO., Pittsburgh, Pa. NO. 2 C. & BTR. 1 1/4", 1 3/8", 1 3/4" JACKSON & TINDLE, Grand Rapids, Mich. NO. 1 C. 1 1/4" NOS. 1 & 2 C. 1 1/2", NO. 1 C. 6/4" NO. 1 BTR. 6/4" MASON-DONALDSON LUMBER CO., Rhineclander, Wis.

BEECH

LOG RUN 8/4", ANDERSON-TULLY CO., Memphis, Tenn. NO. 2 C. & BTR. 4/4", 5/4", 6/4", reg. with & leth. NO. 3 C. 6/4", reg. with & leth. 9 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich. HIGH GRADE 4/4", 5/4" & 6/4". JACKSON & TINDLE, Grand Rapids, Mich.

BIRCH

FAS & NO. 1 C., white, 1 1/2", good with & leth. ATLANTIC LUMBER CO., Buffalo, N. Y. NO. 2 C. & BTR. 1 1/4", reg. with & leth. 19 mos. dry. NO. 3 C. 1 1/4", reg. with & leth. NO. 1 & 2 SHOP, 4/4", reg. with & leth. NO. 1 NO. 1 C. 4/4", reg. with & leth. 1 yr. dry, band saw. J. M. LOGAN LUMBER CO., Knoxville, Tenn. FAS, soft, red 6/4"; NOS. 1 & 2 C., unsel. 6/4 & 8/4" MASON-DONALDSON LUMBER CO., Rhineclander, Wis. FAS 1 1/4-1 3/4", 8" & up, std. leth. 1 1/2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

CHERRY

NO. 1 C. & BTR. 4/4", good with, 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y. NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa. COM. & BTR. 1 1/2-5/8", reg. with & leth. COM. & BTR. 5/16-1/4", reg. with & leth. **HOFFMAN BROS. CO., Ft. Wayne, Ind.**

CHESTNUT

FAS & NO. 1 C., both 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa. NO. 1 C. 4/4" to 8/4", usual with, and leth. 1 to 2 yrs. dry. **BLAKESLEE, PERRIN & DARTING, Buffalo, N. Y. NO. 1 C. & BTR. 4/4-8/4", good with & leth. dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y. NO. 1 C. & BTR. 4/4-8/4", reg. with, std. leth. 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.**

COTTONWOOD

FAS 6/4", PANEL 1/4", 18" & up, white. ANDERSON TULLY CO., Memphis, Tenn. FAS 1 1/4", 1 1/2"; FAS 4/4", 6/4", 8/4", NICKELY BROS., INC., Buffalo, N. Y. FAS 1 1/4", 6/4", reg. with & leth. NO. 1 C. 1 1/4" & 5/4", reg. with & leth. **WISCONSIN LUMBER CO., Chicago, Ill.**

CEYPRESS

SEL. 4/4". PECKY 8/4". ANDERSON TULLY CO., Memphis, Tenn. East Jordan, Mich. FAS 4/4", 5/4", 6/4" & 10 1/2" JACKSON & TINDLE, Grand Rapids, Mich. SHOP 8/4" to 10 1/2", reg. with & leth. FAS 1 1/4", 6/4", reg. with & leth. **NICKELY BROS., INC., Memphis, Tenn.**

LOG RUN 1 1/4", 3/4" & 5/4" BROWN & HACKNEY, Inc., Memphis, Tenn. SEL. 4 1/2" reg. with & leth. NO. 1 C. & BTR. 4/4" & 5/4" WISCONSIN LUMBER CO., Chicago, Ill. NO. 1 SHOP & BTR. 1 1/4" to 1 3/4" 5/4" to 1 1/2" 5/8" ALBERT & HENNING, Buffalo, N. Y.

ELM

NO. 1 C. & BTR. 6/4"; LOG RUN 12/4" & 16 1/4" ANDERSON TULLY CO., Memphis, Tenn. LOG RUN 4-14-17", BELLGRADE LUMBER CO., Memphis, Tenn. LOG RUN 6/4", BLISS-COOK OAK COMPANY, Hillsville, Ark. LOG RUN 3/4", 2 mos. dry. GLO. C. BROWN & CO., Memphis, Tenn. FAS 1 1/4", 4/4", good with & leth. dry. NO. 1 C. & BTR. 5/4", 6/4", 8/4" & 10 1/2" BELLGRADE HARDWOOD LUMBER CO., Buffalo, N. Y. NO. 2 C. & BTR., soft, 1 1/4", 5/4", 8/4", 1 1/4" & 1 1/2" reg. with & leth. 1 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich. LOG RUN 4/4" GAYOSO LUMBER CO., Memphis, Tenn. NO. 2 C. & BTR., soft, 5/4", 8/4", 1 1/4" & 1 1/2" reg. with & leth. 1 mos. dry. 10-13-17" JACKSON & TINDLE, Grand Rapids, Mich. NO. 2 C. & BTR., soft, 6/4", 8/4" & 10 1/2" MASON-DONALDSON LUMBER CO., Rhineclander, Wis. LOG RUN 4/4" & 8/4", reg. with & leth. NICKELY BROS., INC., Buffalo, N. Y. LOG RUN 4/4, 8/4" & 12 1/2", reg. with & leth. 9 mos. and over dry. SWAIN-ROACH LUMBER CO., Seymour, Ind. NO. 2 C. & BTR., 4, 5 1/4" & 12 1/2", reg. with & leth. **WISCONSIN LUMBER CO., Chicago, Ill.**

GUM—SAP

NO. 2 C. & BTR. 1 1/4-8 1/4" BELLGRADE LUMBER CO., Memphis, Tenn. NO. 1 & 2 C. 4/4" & 6/4". BROWN & HACKNEY, Inc., Memphis, Tenn. COM. 8/4", GAYOSO LUMBER CO., Memphis, Tenn. NO. 1 C. & BX. BDS. 4/4", MEMPHIS BAND MILL CO., Memphis, Tenn. FAS 2 1/4", 1 1/2", reg. with & leth. NO. 1 C. 4 1/4" reg. with & leth. **NICKELY BROS., INC., Buffalo, N. Y. FAS 3/4", reg. with & leth. NO. 1 C. 3 1/4", 5 1/4" & 8/4", reg. with & leth. PENNDOR JUDEN & McOWEN, INC., Memphis, Tenn. BX. BDS. 5-12", 15-17"; FAS, NO. 1 & NO. 2 C. 1 1/4", A. M. RICHARDSON LUMBER CO., Hillsville, Ark. FAS 4/4", reg. with & leth. 6 mos. and over dry. SWAIN-ROACH LUMBER CO., Seymour, Ind. FAS & NO. 1 C. 5/8" & 3/4"; FAS 4/4", UTLEY-HOLLOWAY LUMBER CO., Chicago, Ill. WISCONSIN LUMBER CO., Chicago, Ill.**

GUM—PLAIN RED

NO. 1 COM., 4/4" & 5/4". ANDERSON TULLY CO., Memphis, Tenn. NO. 2 C. & BTR. 1 1/4" & 1 3/8" BELLGRADE LUMBER CO., Memphis, Tenn. NO. 1 COM. 4/4" BLISS-COOK OAK COMPANY, Hillsville, Ark. COM. 5/4", GAYOSO LUMBER CO., Memphis, Tenn. FAS 1 1/4" & 6/4" NO. 1 C. 1 1/4" & 8/4" MEMPHIS BAND MILL CO., Memphis, Tenn. FAS 3/4" & 1/4" & up, reg. with & leth. FAS 1 1/4" reg. with & leth. **NICKELY BROS., INC., Buffalo, N. Y. NO. 1 C. 1/4", reg. with & leth. PENNDOR JUDEN & McOWEN, INC., Memphis, Tenn. FAS 1 1/4" NO. 1 C. 1 1/4" A. M. RICHARDSON LUMBER CO., Hillsville, Ark. FAS 4 1/4" & 6/4" NO. 1 C. 3 1/8" & 1 1/4", RUSSE & BURGESS, INC., Memphis, Tenn.**

GUM—QUARTERED RED

FAS 8/4" NO. 1 C. & BTR., 4/4" & 5/4". ANDERSON TULLY CO., Memphis, Tenn. NO. 1 C. & BTR. 4 1/4" & 5/4" BELLGRADE LUMBER CO., Memphis, Tenn. FAS, soft, red 6/4"; BROWN & HACKNEY, Inc., Memphis, Tenn. NO. 2 C. & BTR. 6/4" & 5/4" COM. & BTR. 4/4" & 5/4" BABCOCK LUMBER CO., Pittsburgh, Pa. LOG RUN 4/4", GAYOSO LUMBER CO., Memphis, Tenn. LOG RUN 12/4". ANDERSON TULLY CO., Memphis, Tenn. NO. 2 C. & BTR. 6/4"; MASON-DONALDSON LUMBER CO., Rhineclander, Wis. LOG RUN 10 1/2", 12 1/2", PENNDOR JUDEN & McOWEN, Memphis, Tenn. LOG RUN 10 1/2", reg. with & leth. 3 mos. & over dry. SWAIN-ROACH LUMBER CO., Seymour, Ind. NO. 2 C. & BTR. 4/4" & 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa. NO. 2 C. & BTR. 1 1/4", 1 3/8", 1 3/4" JACKSON & TINDLE, Grand Rapids, Mich. NO. 1 C. & BTR. 4/4", 5/4", 6/4", reg. with & leth. 19 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich. HIGH GRADE 4/4", 5/4" & 6/4". JACKSON & TINDLE, Grand Rapids, Mich. NO. 1 C. & BTR. 4/4" & 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa. COM. & BTR. 1 1/2-5/8", reg. with & leth. COM. & BTR. 5/16-1/4", reg. with & leth. **HOFFMAN BROS. CO., Ft. Wayne, Ind.**

FAS 4/4" GAYOSO LUMBER CO., Memphis, Tenn. COM. & BTR. 4/4", 5/4", 6/4" COM. & BTR. 4/4" BELLGRADE LUMBER CO., Memphis, Tenn. FAS 1 1/4" & 1 3/8" NO. 1 C. & BTR. 4/4" BELLGRADE LUMBER CO., Memphis, Tenn. COM. & BTR. 4/4", reg. with & leth. 4-12 mos. dry. sel. boards locally figured. **LOUIS VILLE VENEER MILLS, Louisville, Ky. FAS 1/4" to 1 1/4" with & leth. FAS 1 1/4" NO. 1 C. 1 1/4" to 1 1/2" with & leth. NO. 1 C. 1 1/4" to 1 1/2" with & leth. **NICKELY BROS., INC., Buffalo, N. Y. FAS & NO. 1 C. 5/8" to 3/4" with & leth. 6 mos. and over dry. ATLANTIC LUMBER CO., Buffalo, N. Y. FAS, red 3/4", 5/4" & 6/4". JACKSON & TINDLE, Grand Rapids, Mich. NO. 1 C. & BTR. 4/4" to 12 1/2", reg. with & leth. 19 mos. and over dry. SWAIN-ROACH LUMBER CO., Seymour, Ind. COM. & BTR. 4-12 1/2", reg. with & leth. 19 mos. and over dry. **SWAIN-ROACH LUMBER CO., Seymour, Ind.******

GUM—TUPELO

NO. 1 C. & BTR., 4/4" & 5/4". ANDERSON TULLY CO., Memphis, Tenn. LOG RUN 4/4" GAYOSO LUMBER CO., Memphis, Tenn. NO. 1 C. BOX BDS. 4/4", 9-15" & 13-17", reg. with & leth. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

HACKBERRY

LOG RUN 3 1/2" GAYOSO LUMBER CO., Memphis, Tenn.

HICKORY

NO. 1 C. & BTR. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa. LOG RUN 8 1/2", reg. with & leth. group SWAIN-ROACH LUMBER CO., Seymour, Ind.

LOCUST

LOG RUN 4/4", BABCOCK LUMBER CO., Pittsburgh, Pa. LOG RUN 4/4", GAYOSO LUMBER CO., Memphis, Tenn. LOG RUN 4/4", reg. with & leth. **WISCONSIN LUMBER CO., Chicago, Ill.**

MAHOAGNY

FAS, NO. 1 C., SHORTS & WORMY, 1/3 to 1/4", plain and figured. Mexican and African. **HUDDLESTON - MARSH MAHOAGNY CO., Chicago, Ill.**

MAPLE—HARD

FAS 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa. NO. 1 C. & BTR. 4/4" & 5/4", usual with and leth. 80% 8 sides, 8 mos. dry. **BLAKESLEE, PERRIN & DARTING, Buffalo, N. Y. NO. 1 C. & BTR. 4/4" 6/4" & up, reg. with, 9 mos. dry, with & leth. 8 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich. COM. & BTR., soft, 4/4" & 5/4", 2 1/2" & up, reg. with. **HOFFMAN BROS. CO., Ft. Wayne, Ind. NO. 1 C. & BTR. 5/16-1/4". END DRIED, white, 4/4-8 1/4", JACKSON & TINDLE, Grand Rapids, Mich. LOG RUN 4/4" & thicker. Can cut to suit buyer. J. M. LOGAN LUMBER CO., Knoxville, Tenn. NO. 1 C. & 8/4" MASON-DONALDSON LUMBER CO., Rhineclander, Wis. LOG RUN saved to thickness, reg. with & leth. group. SWAIN-ROACH LUMBER CO., Seymour, Ind. NO. 1 & 2 4/4-11/4" 6/4" & up, std. leth. 12-15 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.****

MAPLE—SOFT

LOG RUN 12/4". ANDERSON TULLY CO., Memphis, Tenn. NO. 2 C. & BTR. 6/4"; MASON-DONALDSON LUMBER CO., Rhineclander, Wis. LOG RUN 10 1/2", 12 1/2", PENNDOR JUDEN & McOWEN, Memphis, Tenn. LOG RUN 10 1/2", reg. with & leth. 3 mos. & over dry. SWAIN-ROACH LUMBER CO., Seymour, Ind.

HARDWOODS FOR SALE

LOG RUN, Southern, 4/4 & 8/4", spot worms no del. UTKY-HOLLOWAY CO., Chicago, Ill.

OAK—PLAIN RED

FAS 4/4, 6/4 & 8/4"; NO. 1 C. 5/4 & 6/4"; NO. 2 C. 4/4". ANDERSON TULLY CO., Memphis, Tenn.

FAS 4/4, good width, 50% 14-16", 2 yrs. dry ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 2 C. 4/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 2 C. 3/4 & 4/4". BELLGRADE LUMBER CO., Memphis, Tenn.

FAS 10/4", usual width, and leth. \$ to 18 mos. dry. BLAKESLEE, FERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. & 2 C. 4/4 & 6/4"; FAS 6/4". BROWN & HACKNEY, INC., Memphis, Tenn.

NO. 1 & 2 & NO. 1 C. 8/4-12/4", good width, & leth. 6-8 mos. dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR. 10/4 & 12/4", reg. width, & leth. 5 mos. dry, 10/4 & 12/4", reg. width, & leth. 2 mos. dry, 12/4", reg. width, & leth. kiln-dried, 20% moisture, 12/4", reg. width, & leth. 3 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.

COM. & BTR. 12/4". GAYOSO LUMBER CO., Memphis, Tenn.

FAS 4/4 & 5/4", reg. width, 14-16", 8 mos. dry. NO. 1 C. 4/4", reg. width, 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. 3/4, 4/4, 5/4, 6/4 & 8/4"; NO. 2 C. 4/4 & 5/4"; FAS 4/4, 5/4 & 6/4". MEMPHIS HAND MILL CO., Memphis, Tenn.

NO. 1 C. 4/4 & 5/4, reg. width, & leth. NO. 2 C. 4/4"; NO. 1 C. & FAS 8/4 & 10/4", reg. width, & leth. PENROD, JURDEN & McCOWEN, INC., Memphis, Tenn.

NO. 1 C. & BTR., thick to saw, reg. width, & leth. green; FAS 3/8", reg. width, & leth. 1 yr. dry. SWAIN-ROACH LUMBER CO., Seyon, Ind. Ind.

FAS & NO. 1 C. 4/4", reg. width, & leth. WISCONSIN LUMBER CO., Chicago, Ill.

NO. 1 C. & BTR. & NO. 2 C. 4/4-16/4", reg. width, & leth. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—PLAIN WHITE

FAS 4/4-8/4"; NO. 1 C. & BTR. 8/4". ANDERSON TULLY CO., Memphis, Tenn.

FAS 4/4 & 5/4", good width, 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 2 C. & BTR. 4/4". BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. 12/4" usual width and leth. 1 to 2 yrs. dry. BLAKESLEE, FERRIN & DARLING, Buffalo, N. Y.

NO. 1 4/4, 6/4 & 8/4"; FAS 8/4, 8/4 & 14/4"; NO. 2 C. 4/4 & 5/4". BROWN & HACKNEY, INC., Memphis, Tenn.

FAS 4/4-12/4", good width, & leth. NO. 1 C. 8/4-12/4", good width, & leth. 6-8 mos. dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR. 10/4 & 12/4", reg. width, & leth. 5 mos. dry, 10/4 & 12/4", reg. width, & leth. 2 mos. dry, 12/4", reg. width, & leth. 20% moisture, 12/4", reg. width, & leth. 3 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.

FAS 4/4", reg. width, 14-16", 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. 5/4 & 8/4"; NO. 2 C. 4/4"; FAS 5/4 & 8/4"; NO. 1 C. & BTR. 12/4" all reg. width, & leth. PENROD, JURDEN & McCOWEN, INC., Memphis, Tenn.

NO. 1 C. 8/4", reg. width, & leth. WISCONSIN LUMBER CO., Chicago, Ill.

OAK—QUARTERED RED

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.

FAS 4/4" & BTR. 4/4", reg. width, & leth. HOFFMAN BROS., Ft. Wayne, Ind.

NO. 1 C. 4/4 & 6/4". KRAETZER-CURED LUMBER CO., Chicago, Ill.

NO. 1 C. 4/4", reg. width, & leth. NICKY BROS., INC., Memphis, Tenn.

OAK—QUARTERED WHITE

FAS 4/4, 5/4 & 6/4"; NO. 1 C. 4/4". ANDERSON TULLY CO., Memphis, Tenn.

NO. 1 C. & BTR. 3/4" good width, 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 2 C. & BTR. 4/4". BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 COM. 4/4" & up. BLISS-COOK OAK CO., Blissville, Ark.

CLEAR STRIPS 4/4", 3" & wider. BROWN & HACKNEY, INC., Memphis, Tenn.

FAS 3/8, 1/2, 5/8, 7/8, 9/8", reg. width, & leth. CLEAR STRIPS 4/4", 2 1/2", & up. HOFFMAN BROS. CO., Ft. Wayne, Ind.

CLEAR STRIPS 1/4" all 4" long, reg. leth. NO. 1 C. 4/4", reg. width, 14-16", 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

FAS 5/8", 7/8" & up, reg. leth. NO. 1 C. 2/8 & 4/4", reg. width, & leth. NICKY BROS., INC., Memphis, Tenn.

CLEAR STRIPS 4/4", reg. width, & leth. PENROD, JURDEN & McCOWEN, INC., Memphis, Tenn.

POPLAR

FAS 4/4" & 5/4". BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 4/4", 7", & up, reg. leth. 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

COM. & BTR. 5/8 & 4/4" ran. width, and leth. 6 to 8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

COM. & BTR. 10/4", reg. width, & leth. NICKY BROS., INC., Memphis, Tenn.

FAS 4/4", 50% 10 & 16", 8 mos. dry; FAS 4/4", 12" & up, 50% 14 & 16", 8 mos. dry; NO. 1 C. 4/4 & 5/4", 50% 14 & 16", 8 mos. dry; NO. 2 C. 4/4", 50% 14 & 16", 8 mos. dry. NORTH LUMBER CO., Louisville, Ky.

NO. 1 C. & BTR. 5/8-16/4", reg. width, std. leth. 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

WALNUT

NO. 2 C. 4/4" usual width, and leth. 1 yr. dry. BLAKESLEE, FERRIN & DARLING, Buffalo, N. Y.

FAS & NO. 1 C. 5/8-8/4", very dry. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

FAS 3/8", reg. width, & leth. COM. & BTR. 4/4", reg. width, & leth. HOFFMAN BROS., CO., Ft. Wayne, Ind.

COM. & BTR. 4/4", ran. width, & leth. 6-8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 1 C. 5/4", reg. width, & leth. NO. 2 C. 6/4", reg. width, & leth. NICKY BROS., INC., Memphis, Tenn.

NO. 2 C. 4/4-16/4", reg. width, std. leth. 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

FLOORING—MAPLE

NO. 1 3/4x1/2, 5/8x2 1/2; CLEAR 5/8x2, 5/8x2 1/2. THE T. WILCE CO., Chicago, Ill.

FLOORING—OAK

SEL. red, 5/8x2, 5/8x1 1/2, 5/8x2 1/2. THE T. WILCE CO., Chicago, Ill.

VENEER—FACE

GUM—RED

QTD. FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

CLEAR 3/16" & 1/4", 20" wide, 60" long. Kiln dried, rotary cut. FAS, FIG. 1/2", 6" & up, 12 to 16, kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

MAHOAGNY

ANY thickness. THE DEAN-SPICKER CO., Chicago, Ill.

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, any size. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

OAK—PLAIN

FAS, RED, 1/8", 6" & up, 12 to 16", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

SWD. 1/20-1/4". HOFFMAN BROS. CO., Ft. Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

FAS, WHITE, 1/8", 6" & up, 12 to 16, kiln dried; FAS, WHITE, 1/20", 1/16", 6" & up wide, 8" & up long, kiln dried, sawed. EVANSVILLE VENEER CO., Evansville, Ind.

SWD. 1/20-1/4". HOFFMAN BROS. CO., Ft. Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

CLEAR 1/8", 12 to 16", 14", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

ANY thickness, any size, rotary, QTD., cut or sliced. PENROD WALNUT & VENEER CO., Kansas City, Mo.

WALNUT

ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

1/20-1/4". HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

ANYTHING in walnut, veneers, pl. & str. rty, and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PANELS AND TOPS

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 18 and 25. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOAGNY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", good 18 and 25. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, good 18 and 25. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

A floor to adore



For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongue and groove, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company

22nd and Throop Sts., CHICAGO, ILL.

J. RAYNER CO.
INCORPORATED

VENEERED PANELS

ALL WOODS

SEND FOR STOCK LIST

MAHOGANY LUMBER

CARROLL AVE. AND SHILTON ST.
CHICAGO

COUNTERFEIT CHECKS

are frequent except where our

Two Piece Geometrical Carter Coin is in use, then imitation isn't possible. Sample if you ask for it.

S. D. CHILDS & Co.
CHICAGO

We also make Time Checks, Stencils and Log Hammers.

Utley-Holloway Company

Oak, Ash, Cottonwood, Elm, Gum

General Offices, 111 W. Washington St.
Manufacturers

CHICAGO, ILLINOIS

BAND MILLS
Helena, Arkansas : Clayton, La.

DAND SAW MILLS
Wildsville, La.—Varnado, La.—Meriden, Miss.

CLARENCE BOYLE

Incorporated

Manufacturers and Wholesalers
Southern Hardwoods
and Yellow Pine

1205 LUMBER EXCHANGE BLDG.
CHICAGO

→ For Greatest Range of Uses ←

and

Easiest Handling

buy the

Hoosier Self Feed Rip Saw. This machine has earned thousands of dollars for owners in the manufacture of dimension lumber, crating, etc., because its entirely novel design, resulting in surprising ease of operation and adaptability, makes possible a profit where a loss is often expected in this work. The

Hoosier Self-Feed Rip Saw

has a positive and powerful feed which handles the heaviest material as readily as the lightest.

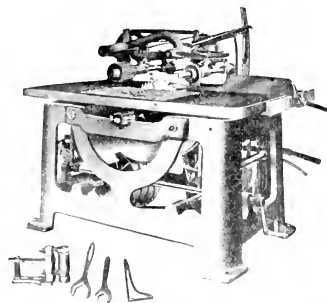
The table, raised and lowered with the crank in front of the machine, is always level—always securely locked.

The Hoosier rips anything up to 6 inches thick and 17 inches wide. It feeds 35, 75, 100 or 150 feet a minute.

Manufactured exclusively by

The SINKER-DAVIS COMPANY

INDIANAPOLIS, INDIANA



The "HOOSIER" the rip saw of the world. dimension manufacture and crating. It is the most possible. Hundreds of feet of lumber will be cut other if you will let us tell you. If you will. Will you?

NORTHERN MANUFACTURERS

Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak. We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

Northwestern Cooperage and Lumber Co.

GLADSTONE, MICHIGAN

Western Office: Mills at Gladstone and
516 Lumber Exchange, Minneapolis, Minn. Escanaba, Mich.
Chicago Office: 812 Monadnock Block

Manufacturers of the following

"PEERLESS" STANDARD BRAND PRODUCTS

Hardwood Flooring, Staves, Hoops, Heading
and Veneers, Hemlock Lumber, Lath, Shingles,
Posts, Poles and Ties, and Hemlock Tan Bark

ATTENTION

"CHIEF BRAND" Maple and Birch Flooring

2,000,000 feet in all standard widths, grades
and thicknesses, carried on hand at
all times to supply your needs promptly.

Kerry & Hanson Flooring Co. Grayling, Michigan

We are members of the Maple Flooring Manufacturers Ass'n.

VON PLATEN LUMBER CO.

IRON MOUNTAIN MICHIGAN

Manufacturers of NORTHERN HARDWOODS

75 M ft. of 4/4 No. 1 Com. & Btr. Birch
150 M ft. of 4/4 No. 1 & 2 Com. Birch
100 M ft. of 5/4 No. 1 & 2 Com. Birch
75 M ft. of 5/4 No. 1 Com. & Btr. Birch
100 M ft. of 6/4 No. 1 Com. & Btr. Birch
100 M ft. of 8/4 No. 2 Com. & Btr. Birch
60 M ft. of 10/4 No. 1 Com. & Btr. Birch

SAVE YOUR MONEY BY USING THE

RED BOOK

Published semi-annually
in February and August

It contains a carefully prepared list of the buyers of lum-
ber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner
of meeting obligations. Covers the United States, Alberta,
Manitoba and Saskatchewan. The trade recognizes this
book as the authority on the line it covers.

A well organized Collection Department is also oper-
ated and the same is open to you. Write for terms.

Lumbermen's Credit Association

Estab.
1878

608 So. Dearborn Street CHICAGO
55 John Street NEW YORK CITY

Mention This Paper

We Offer for May Shipment

40,000' 4/4 No. 1 C. & B. End Dried White Maple
45,000' 8/4 No. 1 C. & B. End Dried White Maple
40,000' 5/4 No. 1 C. & B. End Dried White Maple
60,000' 6/4 No. 1 C. & B. End Dried White Maple
150,000' 1x6" up No. 1 C. & B. Hard Maple
200,000' 4/4 to 16/4 No. 2 C. & B. Soft Elm
49,000' 4/4 No. 2 C. & B. Birch
113,000' 8/4 No. 2 C. & B. Beech

Write us for prices today

East Jordan Lumber Co.

Manufacturers "IMPERIAL" Maple Flooring

East Jordan Michigan

"WE ARE GETTING RESULTS"

WRITES ONE ADVERTISER

This Means That He Is Getting

NEW BUSINESS

Through His Ad

If we can do it for him is there any logical
reason why we can't for you?

MAKE US PROVE IT

HARDWOOD RECORD, CHICAGO

Why Gamble?



Ever Break a Full House to Try for Four Aces?

Certainly not—five big cards that all count are better than the slim hope of filling from the deck when you can't see what you'll get.

Isn't the chronic "bargain" seller asking you to take the same tall chance at a "killing" when you know nothing of his stock or his reputation?

You can easily spot the *bona fide* bargain, but if you are not sure, why risk a gambler's chance when you can play to a hand like the following:

A selection from FIFTEEN MILLION FEET of southern hardwoods always on hand; unusual uniformity because every board we sell is cut on one mill at Deering, Mo., and comes from the same body of our Upper St. Francis Basin Timber; uniform seasoning insured by perfectly built and leveled yard; and last—a reputation based on years of square dealing and straight-National grade shipments without a board picked out!

If you have had your fill of excitement without adding uncertainty in your lumber purchases, write us.

Sincerely

→ WIS ←

WISCONSIN LUMBER CO
CHICAGO, ILL.
BAND STILLS DEERING, MO.

STIMSON'S MILLS

Four organizations with the single purpose of meeting the wants of the most scrupulous buyer of all domestic hardwoods—

Indiana & Southern Hardwood Lumber and Rotary Veneer

J. V. STIMSON, Huntingburg, Indiana
STIMSON VENEER & LUMBER CO.
Memphis, Tennessee

J. V. STIMSON HARDWOOD CO.
Memphis, Tennessee, & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of
SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following Is a List of a Few of the Items We
Now Have in Stock:

Dry, Ready for Prompt Shipment

COTTONWOOD	OAK
4 Cars 1" Boxboards, 12" to 17"	5 Cars 1" FAS. Red
3 Cars 1" Boxboards, 8" to 12"	2 Cars 1" FAS. White
4 Cars 1" FAS, 6" to 12"	2 Cars 1 1/2" No. 1 C. & Btr. Red
5 Cars 1" No. 1 Common	5 Cars 1" No. 1 Com. Red
5 Cars 1 1/2" No. 1 Common	2 Cars 1" No. 1 Com. White
4 Cars 1" No. 2 Common	2 Cars 1" No. 2 C. Red & White
2 Cars 1 1/2" No. 2 Common	2 Cars 2 1/2" No. 1 Com. & Btr. Plain Red Oak
3 Cars 2" FAS.	2 Cars 3" No. 1 Com. & Btr. Plain White Oak
GUM	5 Cars 2" Log Run Elm
6 Cars 1" FAS. Sap	5 Cars 1" Log Run Elm
5 Cars 1 1/4" FAS. Sap	3 Cars 1 1/4" Log Run Elm
3 Cars 1 1/2" FAS. Sap	4 Cars 1 1/2" Log Run Elm
6 Cars 1" No. 1 Common	3 Cars 2" Log Run Maple
5 Cars 1" No. 2 Common	2 cars 12 1/4" Log Run Maple
2 Cars 1 1/4" FAS. Red	2 cars 6 1/4" Log Run Maple
2 Cars 1 1/2" FAS. Red	2 cars 5 1/4" Log Run Maple
2 Cars 1 3/4" FAS. Red	3 Cars 1" No. 1 Com. & Btr. Sycamore
1 Car 1 1/2" No. 1 Common	5 Cars 1" No. 2 & No. 3 Com. Sycamore
3 Cars 2" FAS. Qtd. Red	2 cars 2" Select & Better Cypress
2 Cars 2" No. 1 Com. Qtd. Red	

Our stock is manufactured from a nice class of timber and therefore runs to nice grade and extra good widths and lengths.

We solicit your request for delivered prices

Lidgerwood Portable Skidders and Loaders



Ground & Overhead Systems

We build various sizes and types of these machines to meet requirements of every logging operation
LIDGERWOOD MFG. COMPANY

Originators of Ground and Overhead Steam Logging Machinery

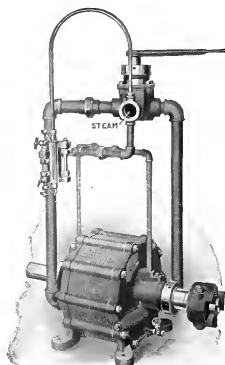
CHICAGO 96 Liberty Street, NEW YORK SEATTLE
New Orleans: Woodward, Wight & Co., Ltd.
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SOULE Steam Feed

Designed for the sawmill by a millman.

It will not use excessive steam and gives instant and positive control.

Our prices are actually, not relatively, low.



It has positively increased capacity from 10 to 50 per cent

SOULE STEAM FEED WORKS MERIDIAN, MISS.

DRUM OUTFITS, STACKERS, POWER TIMBER HANDLERS,
LATHES, DOGS AND OTHER MILL EQUIPMENT

Hardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, MAY 25, 1918

Subscription \$2.
Single Copies, 15 Cents.

NO GUESS WORK

It has always been our belief that there is one *best* way to make, care for and merchandise hardwood lumber and veneers. Our determination has been to find that way through constant study and tabulation and to adhere to it when found.

The result is that in everything concerning what you buy from us, methods proven by experience and elimination to be best, apply. In short, our production of southern rotary veneers and hardwood lumber is backed by

P J M
SERVICE

Synonymous with
GOOD TIMBER—EXPERT MANUFACTURE—SCIENTIFIC DRYING—MODERN MILLS—SATISFACTION TO THE BUYER

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ESTABLISHED 1798

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LUMBER

Hardwoods A Specialty

PHILADELPHIA, PENNSYLVANIA

Manufacturers

Wholesalers

**ROTARY GUM CORE STOCK
CROSSBANDING**

BUILT-UP PANELS and DRAWER BOTTOMS



The Anderson-Tully Company
MEMPHIS, TENN.

Manufacturers of Southern Hardwoods, Veneers and Panels

Thirty years' experience in cutting Rotary—

Timber of the first quality—

Modern equipment—

Thorough and scientific drying—

Staunch crating—

—Thus are we enabled to render you Service—Quality Backed by

THE GOLDEN RULE

Michigan Hardwoods

Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service;— these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x8
1x5	1x9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.
Sales Department, Cadillac, Michigan

WE WILL QUOTE ATTRACTIVE PRICES ON THE FOLLOWING:

39,000' 1 1/16x2" No. 1 Maple Flooring
32,000' 1 1/16x2" Clear Flooring
90,000' 1 1/16x4" Prime Flooring
45,000' 1 3/16x4" Prime Flooring
200,000' 4 4" No. 3 C. Maple
500,000' 5 4" No. 3 C. Maple
200,000' 6 4" No. 3 C. Maple
100,000' 5 4" No. 3 C. Beech
100,000' 6 4" No. 3 C. Beech
150,000' 6 4" No. 2 C. & Btr. Elm
100,000' 8 4" No. 2 C. & Btr. Elm
65,000' 10 4" No. 1 C. & Btr. Elm
100,000' 5 4" No. 3 C. Basswood
27,000' 6 4" No. 3 C. & Btr. Balm of Gilead
25,000' 4 4" No. 3 C. & Btr. Red & White Oak
10,000' 8 4" No. 2 C. & Btr. White Oak
5,000' 10 4" No. 1 C. & Btr. White Oak
7,000' 8 4" No. 3 White Oak
18,000' 4 4" No. 3 C. Birch

The Kneeland-Bigelow

Company

Manufacturers of
Hardwood Lumber

Bay City

Michigan

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

N. 2 1/2" & Btr. 1 1/2"	15,000'	OAK
N. 2 1/2" & Btr. 2 1/2"	15,000'	MAPLE
N. 2 1/2" & Btr. 3 1/2"	15,000'	WHITE MAPLE
N. 2 1/2" & Btr. 4 1/2"	15,000'	BEECH
N. 2 1/2" & Btr. 5 1/2"	15,000'	ASH
N. 2 1/2" & Btr. 6 1/2"	15,000'	CHERRY

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

B U F F A L O

The Foremost Hardwood Market of the East

Yeager Lumber Company

EVERYTHING IN HARDWOODS
932 Elk Street

Standard Hardwood Lumber Co.

OAK, ASH AND CHESTNUT
1075 Clinton Street

T. SULLIVAN & CO. Hardwoods

Ash and Elm
NIAGARA—CORNER ARTHUR

Atlantic Lumber Company HARDWOODS

WEST VIRGINIA SOFT RED AND WHITE OAK
One Month's West Virginia and Pennsylvania Orders
1055 Seneca Street

Taylor & Crate HARDWOODS OF ALL KINDS

A STOCK OF 15,000,000 to 20,000,000
Feet of Hardwoods, covered at all
times at our own Big Buffalo Yards
Established 50 Years Rail or Cargo Shipments

Miller, Sturm & Miller

Hardwoods
of All Kinds 1142 Seneca St.

G. ELIAS & BRO. HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber
Pine, Willow, Sycamore, Maple and Oak Flooring
955-1015 Elk Street

Hugh McLean Lumber Co.

OUR SPECIALTY
QUARTERED WHITE OAK
940 Elk Street

Blakeslee, Ferrin & Darling

A Complete Stock of Seasoned Hardwoods
including Oak, Basswood, Birch, Cherry, Chestnut, Elm, Fir,
Firm, Spruce, Sycamore, Pine & Quercus Oak, Pine & Walnut
1100 Seneca Street

BUFFALO HARDWOOD LUMBER CO.

SPECIAL FOR SALE
No. 200000 and 200001
No. 200002 and 200003
No. 200004 and 200005
Hardwoods & Red Cedar
Pine and Spruce also has been put on hand

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.

LOUISVILLE

THE HARDWOOD GATEWAY OF THE SOUTH

W. P. Brown & Sons Lumber Co.

LOUISVILLE, KY

100% WHITE PINE

1-4x4 10' 8.00

1-4x4 12' 9.00

1-4x4 14' 10.00

1-4x4 16' 11.00

1-4x4 18' 12.00

1-4x6 10' 9.00

1-4x6 12' 10.00

1-4x6 14' 11.00

1-4x6 16' 12.00

1-4x6 18' 13.00

1-4x8 10' 10.00

1-4x8 12' 11.00

1-4x8 14' 12.00

1-4x8 16' 13.00

1-4x8 18' 14.00

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1-6x8 18' 16.00

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1-14x8 18' 24.00

1-16x8 10' 22.00

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1-24x8 10' 30.00

1-24x8 12' 31.00

1-24x8 14' 32.00

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1-24x8 18' 34.00

1-30x8 10' 34.00

1-30x8 12' 35.00

1-30x8 14' 36.00

1-30x8 16' 37.00

1-30x8 18' 38.00

1-36x8 10' 38.00

1-36x8 12' 39.00

1-36x8 14' 40.00

1-36x8 16' 41.00

1-36x8 18' 42.00

1-42x8 10' 42.00

1-42x8 12' 43.00

1-42x8 14' 44.00

1-42x8 16' 45.00

1-42x8 18' 46.00

1-48x8 10' 46.00

1-48x8 12' 47.00

1-48x8 14' 48.00

1-48x8 16' 49.00

1-48x8 18' 50.00

Write us for quotations

Wood Mosaic Co.,

Highland Park, New Jersey, U.S.A.

Wood Mosaic Co., New Albany, Ind. — Highland Park, Ky.

Highland Park, N. J.

Highland Park, Ky.

Norman Lumber Company

LOUISVILLE, KY

White Poplar

LET US HANDLE YOUR BUSINESS.

Write or wire for prices

Edward L. Davis Lumber Co.

Kentucky and Indiana Ash Walnut and Hickory

We have a very complete
stock of Ash and are pre-
pared to make special grades
for Automobile, Aeroplans,
and bending purposes.

PLEASE SEND US YOUR INQUIRIES

W. R. Willett Lumber Co.

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1-4x4 WHITE PINE 10' 8.00

1-4x4 12' 9.00

1-4x4 14' 10.00

1-4x4 16' 11.00

1-4x4 18' 12.00

1-4x6 10' 9.00

1-4x6 12' 10.00

1-4x6 14' 11.00

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1-42x8 16' 45.00

1-42x8 18' 46.00

1-48x8 10' 46.00

1-48x8 12' 47.00

1-48x8 14' 48.00

1-48x8 16' 49.00

1-48x8 18' 50.00

DIMENSION STOCK Mahogany and Walnut

As to from our production of lumber and veneer—
We are now shipping our stock mahogany and walnut
lumber to make up to the size of 12"x12" feet in length,
and our department has been steadily growing since
1922. We have your money made from Mahogany and
Walnut, mahogany and Walnut, quality of our
stock and promptness of service.
However, we have ready for making a special order
of 10' x 12' x 10' and why you can save some
money and receive through our DIMENSION STOCK
But if you don't care for that, please and if you realize
with an extra on quality that worth 2' x 4' send us
your cutting list. We would give them to your
specimens. We will quote a special price for each
size you manufacture.

C. C. Mengel & Brother Co.



A—Manufacturer of Impment Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimension.

"USE OAK"

* Has Individual Display Ad on Page Designated.

Long-Bell Lumber Company

Band Saw Operators in Southern Hardwoods
Kansas City, Missouri

A, B, C—
15 years' supply assured by 22,600 acres Virgin St. Forests Basin Timber, large tracts.
Tschudy Lumber Company,
Manufacturer, Kansas City, MISSOURI

The hardest oak lacks much of being as hard as lignum vitae, the strongest is weaker than locust; the heaviest is lighter than man-grove; but in average of good qualities it would be hard to fill a wood superior to oak.

We have the stock of 4/4 No. 1 Com. Plain White Oak; 4/4 F&S Quarters; 1/2 Com. Plain White Oak; GALLOWAY-PEASE COMPANY, MISSOURI
Manufacturer, Poplar Bluff,

The scarcest of all the oaks of the United States are believed to be Bartram oak and the Price oak. All known specimens of these two trees could be found on a single acre and still leave considerable ground unoccupied.

(See page 15)
We carry a complete stock of plain and quartered Red and White oak in all specifications. Our facilities for prompt shipments are second to none.
HAKER-MATTHEWS LUMBER CO., Sikeston, Chicago, Ill. Manufacturer, MISSOURI

Why do your children like Oak best? For the same reason that you did—they know it is not easily scratched or marred. Think it over.

C—
1 cut 6/4x20" Quid. Old Oak Seat Stock
1 cut 6/4x18" Qid. White Oak Seat Stock
1 cut 6/4x18" Qid. Plain Oak
ARRLA LBB. & MFG. CO., MISSOURI
St. Louis,

A, B & C—
Triple Band of
The Meadow River Lumber Company
Rainelle, W. Va.
Manufacturer High-Grade Hardwoods

There are eight evergreen oaks in the United States, more than half of which are confined to the region west of the Rocky Mountains.

Several oaks in different parts of the United States are known locally as "rock oak," but that is not the proper name of any.

(See page 11)
J. H. Bonner & Sons
Manufacturers Band Saw Hardwood Lumber
Memphis, Tenn. Mill: Jonquil, Ark.

The pin oak is not so named because it is famous for pine or tree nails, but because its limbs and branches have little swell or enlargement at their bases, and look like pins driven into the hole or into the larger limbs.

A, B & C—
Carr Lumber Company, Inc.
Biltmore Hardwoods
Fisgah Forest, N. C.

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak.

100,000 ft. 1" to 3/4 Qid. White Oak
50,000 ft. 1" to 3/4 Qid. White Oak, 8" & wdr.
JOHN B. RANSOM & CO., TENNESSEE
Cowing Lumber Manufacturer

The "Conestoga wagons," famous a century ago, and sometimes called "prairie schooners," were made wholly of oak and iron, and were good for a quarter of a century of hard usage. They were made at Conestoga, Pa.

A, B & C—
Chas. F. Luehrmann Hardwood Lbr. Co.
Manufacturer and Wholesale Lumber Dealers
St. Louis, Missouri

For anything in OAK write these representative firms

(See page 15)
QUARTERED OAK SPECIALTY
Memphis Band Mill Company
Manufacturer, Memphis TENNESSEE
Practically all the oak cut in Europe, west of Russia and the Balkans belongs to single species, though the qualities of the wood from various regions differ greatly and bear different names.
Specialty Os
3 cans 4/4 No. 1 Com. Old Red Oak
2 cans 4/4 No. 2 Com. Old Red Oak
BAYOU LAND & LUMBER CO., OHIO
Manufacturer, Cincinnati,
Machine manufactured oak flooring is a modern invention, but hand-dressed oak has been used for floors since ancient times. Doubt is cast on the wisdom of Solomon because he did not use oak instead of cedar in his temple.

(See page 22)
C. Crane & Co.
Hardwood Lumber
Band Mills at Cincinnati, O.
Botanists who are looked upon as authority in such matters, have agreed to change the book name of Northern red oak from quercus rubra to quercus borealis.
Manufacturers of Plain and Quartered Oak also
Oak Timbers and Bridge Plank
SABINE TRAM COMPANY, TEXAS
BEAUMONT,
The largest oak of the United States are found in California and Arizona. They are known as valley oak. Trunks may be from six to ten feet in diameter.
(See page 16)
New stock of dry 4/4, 5/4 & 6/4 Plain Red and White oak on hand at Barberton, Ark. For prompt shipment.
THREE STATES LUMBER CO. TENNESSEE
Manufacturer, Memphis
The golden oak which grows in California, is not so named because of the color of its wood, but on account of the yellow fuzz on the under side of its leaf.

D & C—
We Manufacture Hardwood From Fine West Virginia Timbers.
WARN LUMBER CORPORATION
Raywood,
White oaks ripen their acorns in a single season, while those of red oaks hang on the trees and grow during two summers. They are usually quite small at the close of the first growing season.

Yellow Poplar Lumber Company
Coal Grove, Ohio
Manufacturer
Oak makes the heaviest of bridge timbers or the finest of period furniture. Is there any other wood so versatile?

The color of the artistic English wood known as brown oak is said to be due to incipient decay which has spread through the texture of the wood.
There are no new problems to overcome in curing or caring for Oak lumber. It has been too long used.
A & B—
If you want Sound, Soft Quartered White & Red Oak, best in Plain and Quartered, write
DEHLMEIER BROTHERS & CO., OHIO
Manufacturers, Cincinnati
Wers all the Oak timber to be destroyed over night the effect on business in general would be chaotic.
The Band Mill, Planing Mill and Dry Kiln of the
Williams Lumber Company
is located at
Fayetteville, Tennessee
Why has Oak always led in offerings at the furniture shows? Ask anyone who sells furniture.
All lumber piled in same lengths and similarly loaded
BY CLAY LUMBER COMPANY, W. VA.
Middle Fork,
A & C—
Manufacturers of Hardwood Lumber; also Millwork, Planing, and Oak Flooring.
WEST VIRGINIA TIMBER CO., W. VA.
Charleston,

B & C—SPECIAL
5 cans 4/4 1 & 2 & No. 1 Common Red Oak
5 cans 4/4 1 & 2 & No. 1 Common Chestnut
10 cans 4/4 & 5/4 Log Train Sour Gum
ALTON LUMBER CO.
WEST VIRGINIA
Buckhannon
Oak forests of fully matured trees, bearing perfect acorns, occur in Northern Oklahoma and Southern Kansas, and the tallest of the trees little exceed two feet in height.
(See page 11)
Goodlander-Robertson Lumber Co.
Manufacturer of Hardwoods
Memphis, Tennessee

Watch the present market for oak—it's getting stronger every day. Time to stock up!
It would not make much difference so far as the song is concerned, but it would annoy some people's curiosity if the matter could be settled whether the "Old Oakens Bucket" was made of white oak or red oak.
We have for fall shipment large stock of 10/4 and 12/4 C. & Ret. Oak; other thicknesses from 4/4 to 8/4 in all grades.
FARRIS HARDWOOD LUMBER CO., TENNESSEE
Manufacturer, Nashville,
The oldest piece of oak shaped by human hands is believed to be an oak canoe discovered a few years ago buried in mud at the bottom of a river in England, and believed to be 5,000 years old.
For 25 years we have made Oak and still specialize in this, the best of American hardwoods. Our prices, grades and service are worth considering.
LOVE, BOYD & CO., TENNESSEE
Manufacturer, Nashville,
No other wood of the United States is as suitable for quarter sawing as white oak. Some of the red oaks measure fairly well up to white oak in this respect. But as a general proposition they fall considerably below it.

(See page 11)
We are cutting off 20,000 acres of the finest oak in West Virginia. For the very best, try
AMERICAN COLUMN & LUMBER CO., W. VA.
Manufacturer, St. Albans,
There is an species for every need—a grain and figure for every taste. Are you familiar with them all?
(See page 8)
Babcock Lumber Company
Pittsburg, Pa.
Annual Capacity, 150,000,000 Feet
Manufacturer
Do you know of any other wood that grows in so many ways and in so many grades as does Oak?
Pardee & Curtin Lumber Company
Sales Office—Charlottesville, W. Va.
Band Mills—Cannelton, Coal Side—W. VA.
Cling and Hominy Falls.
Good cutting and good oak go well together. They make an especially logical combination in these days of high prices.
Specialties
Quarter-sawed White Oak, Plain Red and White Oak
C. L. BITTER LUMBER COMPANY,
ROCKCASTLE LUMBER COMPANY,
Manufacturers, Huntington, W. Va.
(See page 11)
Kentucky Soft Texture White Oak, Red Oak and Poplar, High-grades, smooth, square edged White Oak
Hickory, Elm, and Chestnut
AMERICAN LBB. & MFG. CO., Pittsburg, Manufacturer and Wholesaler PENNSYLVANIA
Oak was spoken of with affection in the Scriptures and will be held in esteem by our children's children generations hence.

White oaks ripen their acorns in a single season, while those of red oaks hang on the trees and grow during two summers. They are usually quite small at the close of the first growing season.

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"USE OAK"

* Has Individual Display Ad on Page Designated.

A—Manufacturer of Impemental Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimension.

Oak lumber in commercial quantities is produced by forty states, and most of the States cut it. The number of saw mills in North Carolina exceeds the number in any other state.

Did you ever rest your eyes on a soft-toned Oak unwaiting? Try it and then tell your customers about it.

See page 15
Wood-Mosaic Company, Inc.
New Albany, Ind
Manufacturer

See page 16
Vernon and Hardwood Lumber
Hoffman Brothers Company
Manufacturer Fl. Wayne, Ind.

Oak is just an ornamental today as it was useful five centuries ago—just as useful today as it was ornamental then.

See page 17
Manufacturers of Hardwood Lumber and Flooring
The Mowbray & Robinson Company
Cincinnati, Ohio

Write for List and Prices
North Vernon Lumber Company
Manufacturer
North Vernon, INDIANA

Everyone KNOWS what OAK is: that is why it is so easy to sell Oak goods

There will always be a market for all the lumber sawmills have any right to sell.

There are eight evergreen oaks in the United States, more than half of which are confined to the region west of the Rocky Mountains. Not one of them possesses much value as a source of lumber.

Charles H. Barnaby
Manufacturers of Band Sawn Hardwood Lumber and Veneers
Greencastle, Ind.

No one should fancy that the "peach oak" leaves peaches. It was given that name because its leaves are shaped like those of a peach tree. It is likewise called willow oak, because the foliage resembles that of willow.

See page 18
We have to offer at present 1 car 4 4 P&N Quarter White oak, 1 car 4 4 No. 1 C & B Red Quarters Red oak.
SWAIN-ROACH LUMBER CO.
Manufacturer
Newsmor, INDIANA

See page 19
J. V. Stimson
Manufacturer and Wholesale Hardwood Lumber
Hamlet, Indiana

The oldest oak tree still standing if tradition is true is known as Abraham's oak, near Jerusalem. If the patriarch Abraham ever camped in its shade, as the story goes, the event must have occurred 4,000 years ago.

No wood is more susceptible to the funing process than oak, and both red and white oak are suitable for this process.

See page 20
Miller Lumber Company
Manufacturer and Dealer in All Kinds of Hardwood Lumber
Marianna, Arkansas

W. P. Brown & Sons Lumber Co.
Band Mills manufacturing hard-woods
Louisville, Ky.

See page 21
Band Sawn Lumber
Edgar Lumber Company
Weason, Arkansas

When artists of the Middle Ages chose a wood for high class carving, such as ornamental screens, altars, and architraves, they almost invariably selected oak.

Salt Lick Lumber Company
Hardwood Manufacturer
Salt Lick, Kentucky

See page 22
J. W. Wheeler & Co.
Manufacturers Band Sawn Hardwood Lumber and Quarters
Memphis, Tennessee

Manufacturers of staves for barrels in oak, to contain alcoholic liquors prefer white oak to red for the reason that the wood of the former permits less seepage than red oak.

Our Lumber is Well Seasoned and Well Treated. Write us for prices on writing in hardwoods.
THE FERRIS HENDER LUMBER COMPANY,
Alexandria, LOUISIANA

It is a matter of interest that very little Japanese oak reaching this country or Europe comes from Japan. Most of it is from the forests of continental Asia, some being cut as far north as Siberia, and other comes from Korea.

The value of oak crossties in the tracks of railroads has long been understood by engineers. They give the best service because the wood is hard and wears well and holds unless well and resists decay.

For anything in OAK write these representative firms

B & C
Manufacturers Band Sawn Plank and Quartered, Oak and other Hardwood Lumber
Sabine River Lumber & Logging Co., Inc.
San Antonio, Texas

See page 23
5 cars 4 4 White oak P&N & No. 1 C
10 cars 5 4 Plank Red Oak S&B P&N & No. 1 C.
WILLIAMSON-KENY MILL & LUMBER CO.
Manufacturer, Mound City, ILLINOIS

The laurel oak is more abundant in Florida than in any other part of the United States, and it is not abundant anywhere. Few logs reach sawmills.

Special—\$40.00 4 4 P&N Plank White & Red oak
AMB-FISH LUMBER CO.
Manufacturer, Charleston, MISSISSIPPI

See page 24
Paepcke Leicht Lumber Company
SOUTHERN HARDWOODS
General Office, Conway Building, Chicago
Manufacturer

West Virginia leads all other states in the production of oak lumber, and Tennessee stands second on the list. These two states furnish one-third of all the oak lumber sawed in the United States.

Bedna Young Lumber Company
Manufacturers Band Sawn Hardwood Lumber
Sales Office, JACKSON, TENN
Please let us have your inquiries.

We Manufacture Hardwood Lumber
C. & W. Kramer Company
Richmond, Indiana

The oak tree under which John Wesley preached his first sermon in America still stands in Georgia and is an object of great interest to tourists. It is the common southern white oak.

B—
a specialty in White and Red oak and in Quartered Red Oak. We select your inquiries.
ALXANDER BROTHERS, MISSISSIPPI
Manufacturers, Helicon

Factories in the United States use approximately two billion feet of oak yearly, which is about 65 per cent of the total sawmill production of this wood.

3-bow oak is the best named of all the oaks. The inner bark is yellow and was a reliable dye material in pioneer times, and it made its name while to investigate it now, in these days of scarcity in the dye market.

All oak cut from our Virgin Timber on modern machinery.
THINLETHWAITE LUMBER COMPANY
Manufacturer
Washington, LOUISIANA

Tallahatchie Lumber Company
Manufacturers of Band Sawn Hardwoods
Philipp, Mississippi

Poets have written of oaks a thousand years old, but there does not seem to be an authentic record of an age of more than 500 years for an oak, based on a count of the annual growth rings.

A, B & C—
Dermott Land & Lumber Company
Manufacturers Southern Hardwoods
Mills Demott, Ark.
Sales Office, Railway Exchange Bldg., Chicago, Ill.

ARLINGTON LUMBER COMPANY
Manufacturers of Band Sawn Hardwood Lumber
Mills: Arlington, Ky., and Paducah, Ky.
Write Arlington KENTUCKY

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak. It is fortunate that it possesses so many good qualities and grows in so many parts of the country.

The Germans use some oak in their airplanes, but it is too heavy and brittle to give much service in that place.

See page 25
6,000,000 Feet of Oak Always on Hand in 1-2-3 Stock
BLISS-COOK OAK COMPANY,
Manufacturer
Billeville, ARKANSAS

The turkey oak in the South received that name at an early period because its wild turkeys ate it and were easily eaten by wild turkeys.

See page 26
All stock graded up to quality—seasoned down to plan.
TRILEY-HOLLOWAY LUMBER COMPANY
Conway Building
Chicago, ILLINOIS
Manufacturer

Specials
100,000 ft. 5 4 P&N Plank Red Oak
200,000 ft. 4 4 No. 1 C and 2 4 Plank Red Oak
300,000 ft. 8 4 P&N Qd. Red Gum
Humas Lumber Company, Ltd.
Manufacturer
Alexandria, LOUISIANA

The United States government began its forest policy more than a hundred years ago by purchasing the first tract of oak timber in the Southern states to guard against scarcity of material for ships.

Band Sawn, Equalled, Forked Laid White Oak
This Oak and Aul Species
MANSFIELD HARDWOOD LUMBER CO.
Manufacturer
SHREVEPORT, LA.

It has been found out that the famous "charter oak," which stood near Hartford, Conn., and which figured so prominently in the early history of New England, was white oak.

105, 14 and 18" long Band Sawn Plank Red Oak.
HOLLY RIDGE LUMBER CO. KENTUCKY
Manufacturer
Louisville

The cow oak is one of the most valuable hardwoods of the South, and belongs to the white oak group. Its acorns are large, thin shelled, and sweet, and cattle like to eat them.

B & C— High Grade Lumber
Hyde Lumber Company
South Bend, Indiana
Band Mills: Arkansas City, Ark., La. Providence, La.

Colfax Hardwood Lumber Co.
Manufacturer Band Sawn Southern Hardwoods
Colfax, Grant Parish Louisiana

The manufacturers of plows have long shown preference for oak for the handles. The wood is strong, is easy to bend in the proper form when steamed, and holds that form after drying.

Carrier Lumber & Mfg. Co., Inc.
Sardis, Miss.
Kilo Dried Stocks a Specialty
Manufacturer

The hardness of oaks vary as much as 70 per cent when they are compared among themselves, and there is no less difference among different species when their strength is under consideration.

TRY KNOXVILLE TENNESSEE

You can logically do so because you must ultimately depend more and more on this region for your hardwoods.

No higher type of timber can grow than that abounding in eastern Tennessee. It is found on a soil and in an environment which put quality in the trees generations ago. It is our task merely to see that this quality is utilized to the utmost in making the boards you buy. The best of equipment and highly trained organizations working in one place for years at a stretch make that task easy.

Then too you can be sure of getting the best possible service—always.

Ask about it from any of the following:

The Vestal Lumber & Mfg. Co., Knoxville, Tenn., & Fonde, Ky.

The J. M. Logan Lumber Company, Knoxville, Tenn.

The Little River Lumber Company, Townsend, Tenn.

The Babcock Lumber & Land Company, Marysville, Tenn.

(Main Office: Pittsburgh, Pa.)

OAK, POPLAR, MAPLE

Walnut, Chestnut, Hickory, Cedar, Ash, Basswood, Beech

MEMPHIS TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION

Office Fixtures

The manufacture of fixtures for banks, offices, stores and halls is a large industry and has been greatly developed in recent years. Nearly 200,000,000 feet of lumber are required annually to meet the demand and much of it is of the highest grade and runs largely to stuff of extra widths and free from defects.

Fixtures constitute a sort of connecting link between furniture and interior finish. Furniture may be removed from a room without damage to the room or the furniture; finish is intended to remain permanently where it is placed; and fixtures can be removed or rearranged to some extent without destroying them; but to do so requires fitting and remodeling. Following are some of the ordinary classes of fixtures: Counters in banks and stores; shelving and cabinets in stores; glass or other partitions in offices and banks; rostrums and railing in public or lodge halls and pulpits and altars in churches; built-in desks and wall seats in counting houses. The list might be extended almost indefinitely, for special kinds of fixtures are manufactured to meet particular needs. Some factories which produce them are prepared to work according to specifications, and in that case fill orders only, while other factories work according to general plans and offer their products on the market.



QUARTERED WHITE OAK
 12,000' FAS. 5/4"
 25,000' No. 1 Com. 5/4"
 17,000' No. 1 Com. 5/4"
 25,000' No. 2 Com. 5/4"
 45,000' Cir. Strips, S. N. D., 1 1/2" to 3/4"
 9,000' Cir. Strips, S. N. D., 1 1/4 & 3/4"
QUARTERED RED OAK
 22,000' PLAIN RED OAK
 59,000' FAS. 1 1/4"
 54,000' FAS. 1 1/4"
 69,000' No. 1 Com. 1 1/4"
 12,000' No. 1 Com. 1 1/4"
 78,000' No. 2 Com. 1 1/4"
ELM
 59,000' Log Run, 1 1/4"
 63,000' Log Run, 2"
 15,000' Log Run, 3"
 85,000' Log Run, 4"
 25,000' No. 8 Com. 1 1/4"

QUARTERED BLACK GUM
 60,000' No. 1 Com. & Bet., 1 1/4"
 PLAIN BLACK GUM
 20,000' Log Run, 1 1/4"
QUARTERED MAPLE
 100,000' Log Run, 4"
QUARTERED RED GUM
 74,000' FAS. 1 1/4"
 38,000' No. 1 Com. 1 1/4"
PLAIN RED OAK
 15,000' FAS. 1 1/4"
 23,000' FAS. 1 1/4"
 13,000' No. 1 Com. 1 1/4"
PLAIN RED GUM
 15,000' FAS. 1 1/4"
 23,000' FAS. 1 1/4"
 38,000' No. 1 Com. 1 1/4"
CYPRESS
 150,000' Shov. 1 1/4"
 72,000' Shov. 1 1/2"
 85,000' Shov. 1 3/4"
 80,000' Shov. 2"
 85,000' Shov. 2 1/4"

SAP GUM
 18,000' 5/8" No. 1 Com. & Btr.
 60,000' 4/4" 1 1/2 & 2"
 28,000' 4/4" No. 1 Com.
 45,000' 4/4" No. 2 Com.
 14,000' 4/4" No. 3 Com.
 35,000' 4/4" 1 1/2" & up, 1 1/2 & 2"
 244,000' 5/8" Com. & Btr.
 29,000' 4/4" No. 2 Btr. Boards
 10,000' 4/4" 3 to 12 Btr. Boards
 9,500' 4/4" 18" & up, Panel

Send in your order now for
RED GUM
 35,000' 4/4" 1 1/2 & 2 1/2, Plain
 38,000' 4/4" No. 1 Com., Plain
 31,000' 4/4" 1 1/2 & 2, Qtd.
 112,000' 4/4" 1 1/2 & 2, Qtd. Fig.
 25,000' 4/4" No. 1 Com. Qtd. Fig.
 29,000' 4/4" 1 1/2 & 2, Plain
 84,000' 5/4" No. 1 Com., Plain
 22,000' 5/4" 1 1/2 & 2, Qtd.
SAP GUM
 22,000' 5/4" 1 1/2 & 2, Qtd.
 35,000' 5/4" 1 1/2 & 2, Plain
 47,000' 5/4" 1 1/2 & 2, Qtd.
 4,800' 5/4" No. 1 Com., Plain
 41,500' 5/4" No. 1 Com., Plain
 237,000' 5/4" Qtd., reg. no defect
 14,100' 8/4" 1 1/2 & 2, Plain
 21,000' 8/4" 1 1/2 & 2, Qtd.
 201,000' 8/4" No. 1 Com., Plain
 104,000' 8/4" No. 1 Com., Qtd.
 43,000' 12/4" Qtd.
OAK
 35,000' 4/4" 1 1/2 & 2, Plain, Red
 50,000' 4/4" Com. & Btr., Sound
 18,000' 5/4" 1 1/2 & 2, Plain Red
 18,000' 5/4" Strip
 47,000' 5/4" No. 1 Com., Plain Red

Stimson Vener & Lbr. Co.

QUARTERED RED GUM
 Common and Better, 3/4"
 Common and Better, 5/4"
 Common and Better, 6/4"
 Common and Better, 8/4"
PLAIN RED GUM
 Common and Better, 4/4"
 Common and Better, 5/4"
 Common and Better, 6/4"
 Common and Better, 8/4"
QUARTERED UNSELECTED GUM
 Common and Better, 8/4"
 Common and Better, 12/4"
 Common and Better, 12/4"
PLAIN SAP GUM
 Common and Better, 4/4"
 Common and Better, 5/4"
 Common and Better, 6/4"

QUARTERED WHITE OAK
 No. 2 Common, 3/4"
 No. 2 Common, 6/4"
 No. 2 Common, 8/4"
QUARTERED WHITE OAK
 Common and Better, 4/4"
QUARTERED RED OAK
 No. 1 Common, 3/4"
 No. 1 Common, 6/4"
PLAIN OAK
 Common and Better, 4/4"
 Common and Better, 5/4"
 Common and Better, 6/4"
ELM
 Log Run, 6/4"
 Log Run, 8/4"
 Log Run, 12/4"
ASH
 No. 1 Common, 5/4"
 No. 1 Common, 6/4"
 Common and Better, 8/4"

The Kraetzer-Cured Lumber Co.

PLAIN RED OAK
 82,700' FAS 4/4"
 124,875' FAS 5/4"
 46,100' FAS 8/4"
 11,200' Com. & Btr. 10/4"
 235,375' Com. & Btr. 12/4"
 102,725' No. 1 Com. 1/4"
 136,285' No. 1 Com. 2/4"
 98,715' No. 1 Com. 6/4"
ELM
 323,514' Log Run, 8/4"
ASH
 7,131' FAS 6/4"
 27,825' Com. 5/4"
 113,390' Com. 8/4"
PLAIN WHITE OAK
 13,000' FAS 4/4"
 11,935' Com & Btr 10/4"
 21,000' Com. & Btr 12/4"
 74,411' No. 1 Com. 1/4"
 60,285' No. 1 Com. 8/4"

GAYOSO LUMBER CO. BLAINE, MISS. BANDMILLS MEMPHIS, TENN.

WHITE ASH
 15,500' FAS. 1 1/4" to 9" wide, 8' to 10' long, dry
 35,000' FAS. 1 1/4" to 9" wide, 8' to 10' long, dry
 24,000' FAS. 1 1/4" to 9" wide, 8' to 10' long, dry
 51,000' FAS. 1 1/4" to 9" wide, 8' to 10' long, dry
 25,000' FAS. 1 1/4" to 9" wide, 8' to 10' long, dry
 18,500' FAS. 1 1/4" to 9" wide, 8' to 10' long, dry
 16,500' FAS. 1 1/4" to 9" wide, 8' to 10' long, dry
 15,500' FAS. 1 1/4" to 9" wide, 8' to 10' long, dry
 15,500' FAS. 1 1/4" to 9" wide, 8' to 10' long, dry
 29,000' FAS. 2" to 9" wide, 8' to 10' long, dry
 25,000' FAS. 2" to 9" wide, 8' to 10' long, dry
 10,000' FAS. 2 1/2" to 9" wide, 8' to 10' long, dry
 3,000' FAS. 2 1/2" to 9" wide, 8' to 10' long, dry

PLAIN RED OAK
 15,200' FAS. 3", 6" up wide, 8' to 10' long, dry
 26,000' FAS. 3", 12" up wide, 8' to 10' long, dry
 12,500' FAS. 4", 6" up wide, 8' to 10' long, dry
 37,000' FAS. 3", 12" up wide, 8' to 10' long, dry
 55,000' No. 1 Com., 1", reg. width, 8' to 10' long, dry
 20,400' No. 1 Com., 1", reg. width, 8' to 10' long, dry
 8,200' No. 2 Com., 1", reg. width, 8' to 10' long, dry
 179,000' No. 1 Com., 1 1/4", reg. width and length, dry
 179,000' No. 1 Com., 1 1/4", reg. width and length, dry
 9,500' No. 1 Com., 1 1/4", 6" up wide, reg. length, dry
 6,200' No. 1 Com., 1 1/4", 8" up wide, reg. length, dry

DUDLEY LUMBER CO., Inc.

The Mossman Lumber Co.

SAP GUM
 100,000' 5/8" No. 1 C. & Btr.
 16,000' 4/4" FAS. 1 1/2-17"
 172,000' 4/4" FAS. 6-12"
 50,000' 4/4" FAS. 13-17"
 125,000' 5/4" FAS.
 290,000' 6/4" FAS.
 225,000' 4/4" No. 1 C.
 290,000' 5/4" No. 1 C.
 40,000' 6/4" No. 1 C.
RED GUM
 12,000' 5/8" FAS.
 15,000' 4/4" FAS.
 22,000' 4/4" No. 1 C.
 12,000' 4/4" No. 2 C.
 45,000' 5/4" No. 1 C. & Btr.
 25,000' 4/4" No. 1 C. & Btr.

QUARTERED RED GUM
 45,000' 8/4" No. 1 C. & Btr.
 43,000' 4/4" No. 1 C.
PLAIN WHITE OAK
 45,000' 4/4" FAS.
 30,000' 4/4" No. 1 C.
 60,000' 4/4" No. 1 C. & Btr.
PLAIN RED OAK
 75,000' 4/4" FAS.
 45,000' 4/4" No. 1 C.
ASH
 30,000' 5/4" No. 1 C. & Btr.
 30,000' 5/4" No. 2 C. & Btr.
 30,000' 4/4" Log Run Pecan
 40,000' 12/4" Log Run Maple
 30,000' 4/4" Log Run Tupelo Gum.

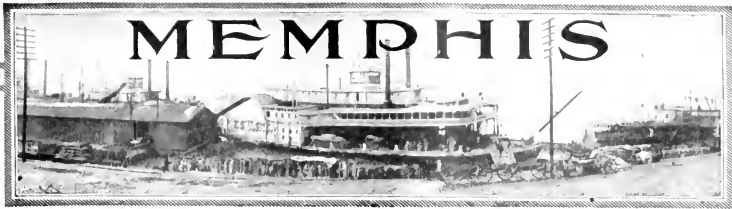
Let us quote you
J. W. WHEELER & CO.

Regular lengths and widths
QUARTERED WHITE OAK
 No. 2, Com. & Btr., 4/4, 8 mos. dry.
PLAIN WHITE OAK
 No. 1 Com., 4/4, 8 mos. dry.
PLAIN RED OAK
 No. 1 Com., 4/4, 8 mos. dry.

Crenshaw-Gary Lumber Co.

Thoroughly Air Dried
QUARTERED WHITE OAK
 50,000' FAS. 1 1/4", 6" & up wide, 11' to 16' long
 25,000' FAS. 3/4", 6" & up wide, 11' to 16' long
 60,000' No. 1 Com., 5/4", regular widths, 11' to 16' long
 98,000' No. 1 Com. 1 1/4", regular widths, 11' to 16' long
 62,000' No. 1 Com. 2 1/4", regular widths, 11' to 16' long
 17,000' Strips, 1 1/2", 1 1/2" to 3 1/2", wide, 11' to 16' long
PLAIN WHITE OAK
 21,000' No. 1 Com., 2 1/4", 4" to 5 1/2" wide, 11' to 16' long
 55,000' No. 2 Com., 3/4", regular widths, 11' to 16' long
 100,000' FAS., 5/8", regular widths, 11' to 16' long
 150,000' No. 1 Com., 5/8", 3" to 8 1/2" wide, 11' to 16' long
PLAIN RED OAK
 100,000' FAS., 5/8", regular widths, 11' to 16' long
 25,000' No. 1 Com., 5/8", 3" to 8 1/2" wide, 11' to 16' long
PLAIN BLACK GUM
 22,800' FAS., 4/4", regular widths, 11' to 16' long
ELM
 1 eq. FAS. 10/4", regular widths, 14' to 16' long
 100,000' No. 2 & 3, 10/4", regular widths, 14' to 16' long
RED GUM
 18,200' Crenshaw Wood, No. 1 Com., 1/4", regular widths, 11' to 16' long
 100,000' FAS. 1/4", special widths, 11' to 16' long
 40,000' FAS. 1/4", special widths, 11' to 16' long
 837,000' No. 1 Com., 1/4", regular widths, 14' to 16' long
QUARTERED RED OAK
 60,000' Plain Wood, FAS. 4/4", regular widths, 14' to 16' long
 213,000' Plain Wood, No. 1 Com., 1/4", regular widths, 14' to 16' long

R. J. DARNELL, Inc.



MEMPHIS

The following stock is dry and ready for immediate shipment:

12,000' QTZ. WHITE OAK	10,000' PLAIN RED GUM
10,000' S. 1, 1 1/2" x 8 1/2"	10,000' S. 1 1/2" x 1 1/2"
10,000' S. 2	10,000' S. 1 1/2" x 4 1/2"
10,000' N. 1 Com. 2 1/2"	10,000' S. 1 1/2" x 4 1/2"
10,000' S. 2 Com. 2 1/2"	10,000' S. 1 1/2" x 4 1/2"
6,000' N. 1 Com. 3 1/2"	10,000' S. 1 1/2" x 4 1/2"
10,000' S. 3 1/2"	10,000' S. 1 1/2" x 4 1/2"
2,000' S. 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
10,000' QTZ. GUM	10,000' S. 1 1/2" x 4 1/2"
15,000' S. 1 1/2" Red	10,000' S. 1 1/2" x 4 1/2"
15,000' S. 1 1/2" Red	10,000' S. 1 1/2" x 4 1/2"
15,000' S. 1 1/2" Red	10,000' S. 1 1/2" x 4 1/2"
20,000' S. 1 1/2" Red	10,000' S. 1 1/2" x 4 1/2"
20,000' S. 1 1/2" Red	10,000' S. 1 1/2" x 4 1/2"

Little Rock Freight Rates: Cairo, flat 15c. Through 15c. St. Louis flat 15c. Through 15c. Chicago, 25c. Louisville 21c. Cincinnati 23c. Kansas City 15c. Maounds Freight Rates: Cairo 15c. Chicago 15c. St. Louis 15c. Louisville 15c. Cincinnati 15c. Kansas City 15c.

BROWN & HACKNEY, Inc.

For immediate shipment

10,000' PLAIN WHITE OAK	10,000' S. 1 1/2" x 4 1/2"
10,000' S. 1 1/2"	10,000' S. 1 1/2" x 4 1/2"
10,000' S. 1 1/2"	10,000' S. 1 1/2" x 4 1/2"
10,000' S. 1 1/2"	10,000' S. 1 1/2" x 4 1/2"
10,000' PLAIN RED OAK	10,000' S. 1 1/2" x 4 1/2"
17,000' S. 2 1/2"	10,000' S. 1 1/2" x 4 1/2"
25,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
15,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
25,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
20,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
10,000' S. 1 1/2"	10,000' S. 1 1/2" x 4 1/2"
25,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
37,000' S. 4 1/2"	10,000' S. 1 1/2" x 4 1/2"

BELLGRADE LUMBER CO.

40,000' QUARTERED RED OAK	10,000' PLAIN RED OAK
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"

200,000' 4 1/2" No. 1 Com.	200,000' 4 1/2" S. 6" to 12"
50,000' 4 1/2" No. 2 Com.	50,000' 6 1/4" S. FAS
150,000' 5 1/4" S. 2 Com.	150,000' 8 1/4" S. FAS
150,000' 5 1/4" No. 1 Com.	100,000' 8 1/4" S. B. RED
50,000' 6 1/4" No. 1 Com.	100,000' 10 1/4" S. B. RED
50,000' 6 1/4" No. 2 Com.	100,000' 12 1/4" S. B. RED
50,000' 6 1/4" No. 3 Com.	100,000' 14 1/4" S. B. RED
50,000' 12 1/4" S. B. RED	50,000' 14 1/4" S. B. RED
75,000' 4 1/2" S. FAS	25,000' 5 1/4" S. B. RED
40,000' 4 1/2" No. 1 Com.	50,000' 8 1/4" S. B. RED
150,000' 5 1/4" No. 1 Com.	50,000' 10 1/4" S. B. RED
20,000' 5 1/4" No. 2 Com.	50,000' 12 1/4" S. B. RED
14,000' 6 1/4" No. 2 Com.	50,000' 14 1/4" S. B. RED
14,000' 6 1/4" No. 3 Com.	50,000' 14 1/4" S. B. RED
2,500' 8 1/4" C & B	47,000' 8 1/4" L. R.
1,500' 10 1/4" C & B	8,000' 10 1/4" L. R.
1,800' 12 1/4" C & B	5,000' 12 1/4" L. R.
100,000' 8 1/4" S. FAS	25,000' 8 1/4" L. R.
35,000' 4 1/4" S. 15" & Up	

GEO. C. BROWN & CO.

25,000' COTTONWOOD	10,000' PLAIN RED GUM
10,000' B. Boards, 1 1/2" x 12" wide	10,000' S. 1 1/2" x 4 1/2"
6" depth	10,000' S. 1 1/2" x 4 1/2"
20,000' B. Boards, 1 1/2" x 12" wide	10,000' S. 1 1/2" x 4 1/2"
6" depth	10,000' S. 1 1/2" x 4 1/2"
Regular widths and lengths	10,000' S. 1 1/2" x 4 1/2"
40,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
25,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
25,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
10,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
RIFT SAWN GUM, S. N. D.	10,000' S. 1 1/2" x 4 1/2"
(Regular Widths and Lengths)	10,000' S. 1 1/2" x 4 1/2"
35,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
25,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
25,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
25,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
25,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
25,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"
25,000' S. 1 1/2" x 4 1/2"	10,000' S. 1 1/2" x 4 1/2"

Goodlander-Robertson Lumber Co.

150,000' 1 1/2" x 5 1/4"	25,000' No. 2 Com. 5/8"
200,000' No. 1 Com. 5/4"	PLAIN RED OAK
150,000' No. 1 Com. & B. 3/4"	50,000' No. 1 Com. 5/4"
150,000' 1 1/2" x 5 1/4"	PLAIN OAK
100,000' No. 1 Com. 5/4"	40,000' No. 1 C. & B. 15/4", green
50,000' 1 1/2" x 5 1/4"	COTTONWOOD
50,000' No. 1 Com. 5/4"	200,000' No. 1 Com. 5/4"
WILLOW	100,000' 1 1/2" x 5 1/4"
100,000' 1 1/2" x 4 1/4"	30,000' Box Bks. 1 1/2" to 1 3/4"
50,000' No. 1 Com. 5/4"	CYPRUSS
	100,000' 1 1/2" x 2 1/2"
	100,000' No. 1 Shop 4 1/4"
	15,000' No. 1 Shop 5 1/4"
	15,000' No. 2 Shop 5 1/4"
	15,000' No. 2 Shop 6 1/4"

E. SONDEIMER CO.

J. H. BONNER & SONS

All Stock Regular Width and Length, and Dry.

45,000' PLAIN RED OAK	75,000' No. 1 C. & B. 2", sap no defect
75,000' S. 1 C. 1"	20,000' No. 1 C. & B. 10/4", sap no defect
35,000' No. 2 C. 1"	35,000' S. FAS, 2"
30,000' S. FAS, 4"	20,000' No. 1 C. 2"
15,000' No. 1 C. 4"	PLAIN RED GUM
15,000' No. 2 C. 4"	20,000' S. FAS, 3 1/4"
20,000' S. FAS, 1"	14,000' No. 1 C. 5/4"
20,000' No. 1 C. 1"	15,000' No. 1 C. 6"
15,000' S. FAS, 3"	30,000' No. 1 C. 8"
15,000' No. 2 C. 5/4"	40,000' No. 1 C. 2"
30,000' QUARTERED WHITE OAK	50,000' S. FAS, 1"
75,000' No. 1 C. 1 1/2"	20,000' S. FAS, 1 1/2"
20,000' No. 1 C. 1 1/2"	80,000' S. FAS, 5/4"
60,000' No. 1 C. 1 1/2"	15,000' S. FAS, 3 1/4"
15,000' S. FAS, 3/4"	20,000' No. 2 C. 5/4"
15,000' S. FAS, 5/8"	75,000' S. FAS, 7/4"
30,000' QUARTERED WHITE OAK	75,000' No. 1 C. 6 1/4"
75,000' No. 1 C. 1 1/2"	50,000' S. FAS, 1"
15,000' No. 1 C. 1 1/2"	80,000' S. FAS, 5/4"
15,000' S. FAS, 5/4"	15,000' S. FAS, 1 1/2"
30,000' QUARTERED WHITE OAK	25,000' No. 2 C. 5/4"
75,000' No. 1 C. 1 1/2"	75,000' S. FAS, 7/4"
15,000' No. 1 C. 1 1/2"	50,000' No. 1 C. 6 1/4"
15,000' S. FAS, 5/4"	

Coulson Lumber Co., Inc.

15,000' No. 1 C. 1 1/2"	15,000' No. 1 C. 1 1/2"
20,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.
100,000' No. 1 C. 1 1/2"	100,000' No. 1 C. 2" Com.

Russe & Burgess, Inc.



We have the following:

PLAIN OAK

150,000' 4 1/4" Is & 2s, 1 year old	75,000' 8 1/4" No. 1 C. C. 6 months old
100,000' 4 1/4" No. 1 C. 1 year old	50,000' 10 1/4" C. & B. 4 months old
250,000' 6 1/4" C. & B., 6 to 8 months old	70,000' 12 1/4" Is & 2s, 8 months old
75,000' 8 3/4" Is & 2s, 6 months old	

F. T. DOOLEY LUMBER CO.

SAP GUM

66,500' 2 1/4" No. 1 Com.	
41,216' 4 1/4" Is & 2s, all 12'	
95,544' 4 1/4" Is & 2s, all lengths	
61,900' 4 1/4" No. 1 Com.	
50,824' 4 1/4" No. 2 Com.	
102,600' 5 1/4" Is & 2s	
162,500' 5 1/4" No. 1 Com.	
117,175' 5 1/4" No. 2 Com.	
18,287' 6 1/4" Is & 2s	
23,196' 6 1/4" No. 1 Com.	
20,961' 6 1/4" No. 2 Com.	
75,180' 15 1/4" Box Boards	
91,920' 5 1/2" Box Boards	
61,920' 18" and Wider Panel	
PLAIN RED GUM	
23,493' 4 1/4" Is & 2s, all 12'	
89,464' 4 1/4" No. 1 Com.	

67,450' 5 1/4" Is & 2s
45,890' 5 1/4" No. 1 Com.
21,790' 6 1/4" Is & 2s
85,600' 6 1/4" No. 1 Com.
37,820' 5 1/4" Is & 2s
26,940' 8 1/4" No. 1 Com.

QUARTERED BLACK GUM

104,385' 4 1/4" No. 1 Com. & Btr.
45,715' 5 1/4" No. 1 Com. & Btr.
18,250' 6 1/4" No. 1 Com. & Btr.
48,516' 8 1/4" No. 2 Com. & Btr.

ASH

14,080' 5 1/8" Log Run
10,260' 12 1/4" No. 1 Com. & Btr.
1,000' 10 1/4" No. 1 Com. & Btr.
19,560' 10 1/4-16 1/4" No. 1 C. & Btr.
4,580' 4 1/4" No. 2 Com.

H. W. Darby Hardwood Lumber Co.

KILN DRIED COMMON OAK

For immediate orders we are prepared to quote attractive prices on 1" No. 1 Com. and No. 2 Com. Plain Oak.

Rates and full information furnished on inquiry

JAMES E. STARK & CO., Inc.

Paepcke Leicht Lumber Co.

SPECIALTIES:

Cottonwood,
Red and Sap Gum,
Red and White Oak,
Cypress, Elm.

Manufacturers

**Southern
Hardwoods**

BAND MILLS:

Helena, Ark.
Blytheville, Ark.
Greenville, Miss.
Cairo, Ill.

General Offices

CONWAY BUILDING

CHICAGO, ILL.

PLAIN WHITE AND RED OAK

5,000' No. 1 Com. & Btr. 12 1/4", reg. widths & lengths, kiln-dried 20' minimum	5,000' No. 1 Com. & Btr. 10 1/4", reg. widths & lengths, 3 mos. dry
17,000' No. 1 Com. & Btr. 10 1/4", reg. widths & lengths, 6 mos. dry	80,000' No. 1 Com. & Btr. 10 1/4", reg. widths & lengths, 1 mo. dry
17,000' No. 1 Com. & Btr. 12 1/4", reg. widths & lengths, 6 mos. dry	200,000' No. 1 Com. & Btr. 12 1/4", reg. widths & lengths, 1 mo. dry

Ferguson & Palmer Co.

Regular Widths and Lengths

17,000' L. R. 8 1/4"	40,000' SOFT MAPLE
20,000' COTTONWOOD	40,000' L. R. 12 1/4"
125,000' PAROL 4 1/4", 18" & up wide	15,000' UTIL. WHITE OAK
50,000' CYPRRESS	80,000' FAS. 5 1/4" & 6 1/4"
24,000' Selects, 8 1/4"	25,000' No. 1 Com. & Btr. 4 1/4"
50,000' No. 1 C. & Btr. 6 1/4"	15,000' PLAIN WHITE OAK
175,000' L. R. 12 1/4" RED GUM	30,000' FAS. 4 1/4"
150,000' No. 1 Com. 4 1/4"	15,000' FAS. 5 1/4"
60,000' No. 1 Com. 5 1/4"	80,000' No. 1 C. & Btr. 8 1/4"
50,000' FAS. 5 1/4"	75,000' FAS. 4 1/4"
80,000' Panel 4 1/4", 18" & up wide	100,000' FAS. 4 1/4"
150,000' FAS. 8 1/4"	35,000' No. 1 Com., 5/4"
100,000' No. 1 C. & Btr. 4 1/4"	100,000' No. 2 Com. 4 1/4"
80,000' No. 1 C. & Btr. 8 1/4"	15,000' STYCAMORE
	55,000' FAS. 5 1/4"
	15,000' No. 1 C. & Btr. 6 1/4"
	15,000' WILLOW
	100,000' FAS. 5 1/4", all 12'
	22,000' No. 1 C. & Btr. 5 1/4"
	22,000' FAS. 12 1/4"

ANDERSON-TULLY CO.

We have for sale:

30,000' PLAIN OAK	40,000' No. 1 Com., 4 1/4"
100,000' No. 1 Com., 3 1/4"	50,000' FAS. 5 1/4"
150,000' No. 1 Com., 4 1/4"	100,000' SAP GUM
100,000' No. 2 Com., 4 1/4"	100,000' Box Boards, 4 1/4", 13 to 12"
125,000' FAS. 5 1/4"	75,000' Box Boards, 4 1/4", 8 to 12"
75,000' No. 1 Com., 5 1/4"	75,000' FAS. 4 1/4"
30,000' No. 2 Com., 5 1/4"	100,000' No. 1 Com., 4 1/4"
25,000' FAS. 6 1/4"	50,000' TUPELO GUM
30,000' No. 1 Com., 6 1/4"	75,000' Box Boards, 5 1/4", 13 to 12"
60,000' No. 1 Com., 6 1/4"	75,000' Box Boards, 5 1/4", 8 to 12"
75,000' FAS. 4 1/4"	50,000' FAS. 4 1/4"
200,000' No. 1 Com., 4 1/4"	75,000' No. 1 Com., 4 1/4"
40,000' No. 2 Com., 4 1/4"	40,000' No. 1 Com., 4 1/4"
30,000' FAS. 5 1/4"	60,000' COTTONWOOD
30,000' No. 1 Com., 5 1/4"	50,000' FAS. 4 1/4", 8 to 12"
15,000' FAS. 6 1/4"	30,000' FAS. 4 1/4", 12 & Wider
100,000' No. 1 Com., 6 1/4"	200,000' No. 1 Com., 4 1/4"
50,000' FAS. 4 1/4"	100,000' No. 2 Com., 4 1/4"
	100,000' Box Boards, 4 1/4", 13" & 12"
	100,000' Box Boards, 4 1/4", 8 to 12"

Memphis Band Mill Co.

WHITE ASH

2 cars 16x10 & up FAS & Selects	1 car 16x10 & up FAS & Selects
1 car 3 1/2" & up FAS & Selects	(also 12" & up)
1 car 2 1/2" & up FAS & Selects	1 car 16x10 & up FAS & Selects (also 12" & up)
5 cars 2 1/2" & up FAS & Selects	2 cars 1 1/2" & up Common
2 cars 1 1/2" & up FAS & Selects	5 cars 1 1/2" & up Common
1 car 1 1/2" & up FAS & Selects (all 10 ft.)	2 cars 1 1/2" & up 1 & 2 Com., about 400' No. 2
2 cars 1 1/2" & up FAS & Selects	2 cars 2" No. 1 & 2 Com., about 400' No. 2
1 car 1 1/2" & up FAS & Selects	2 cars 2" No. 1 & 2 Com., about 400' No. 2
1 car 3 1/2" & up FAS & Selects	2 cars 3" No. 1 & 2 Com., about 400' No. 2
1 car 2 1/2" & up FAS & Selects (also 12" & up)	1 car 1 1/2" & up 1 Face Clear Strips
1 car 1 1/2" & up FAS & Selects (also 12" & up)	2 cars 2" & up 1 Face Short, 4 to 8 ft.

Riel-Kadel Lumber Co.

Surely Sober Second Thought Will Prevent Any Such Blunder

In an interview given on the occasion of the former effort to increase radically the postal rate on the advertising sections of magazines, Woodrow Wilson, then Governor of New Jersey, was quoted as follows:

He Said:

"It must be that those who are proposing this change of rates [magazine postal rate increase] do not comprehend the effect it would have. A tax upon the business of the more widely circulated magazines and periodicals would be a tax upon their means of living and performing their functions.

"They obtain their circulation by their direct appeal to the popular thought. Their circulation attracts advertisers. Their advertisements enable them to pay their writers and to enlarge their enterprise and influence.

"This proposed new postal rate would be a direct tax, and a very serious one, upon the formation and expression of opinion—its more deliberate formation and expression just at a time when opinion is concerning itself actively and effectively with the deepest problems of our politics and our social life.

"To make such a change now, whatever its intentions in the minds of those who propose it, would be to attack and embarrass the free processes of opinion.

"Surely sober second thought will prevent any such mischievous blunder."



When the British government tried to curb the growing spirit of independence among our readers, they raised the postal rates on the newspapers and periodicals for a prohibitive cost.

Now, one hundred and forty-two years later, a Congress of the United States raised postage rates on newspapers and periodicals by increases of from 20 to 50 per cent! The logic of high cost is that abridgment will be decreased. The economic law that huge cost means decreased consumption is quite inevitable whether it is put in action by autocratic royalty or by the hasty thoughtlessness of our republic.

This restriction by huge postal increases on such reading matter is made at a time when this country is passing through the greatest crisis in its history, when the widest possible reading is to be desired for information as to the great problems we are dealing with; and when every stimulus to patriotism and self sacrifice is vital to our pleasure.

And yet in such a time and under such circumstances Congress passed a law that will limit, through huge postal increases, the circulation of periodicals and periodical reading by tens of thousands of readers.

It was not a war tax. For Congressman Claude Kitchin, Chairman of the Ways and Means Committee, who is its champion, stated "the provisions increasing the rates on second-class magazines and periodicals 'small matter' provision is not in the nature of a tax." And, continuing, he added: "We propose for this provision to continue after the war terminates." It is, therefore, admittedly postal legislation and yet postal legislation that never emanated from the Postal Committee of Congress or was passed upon by it.

It was not a war tax. Even though it was embedded as a "rider" in the War Revenue Act by the House of Representatives and the country compelled to take the rider or see the vital War Revenue Act held up after the United States Senate had twice rejected it—and in that same session after full hearings and discussion were refused by the Ways and Means Committee.

As to a war tax necessity: the periodical publishers offered the entire profits of their business during the war as a tax revenue to Congress in place of this destructive legislation that means destruction of reading as well as of publishing.

This 50 to 900 per cent postage increase on the periodical reading matter of the nation was accomplished by enacting a postage "zone" system whereby readers remote from the city of publication are penalized by increasing heavy postage charges according to the extent of the remoteness of their home. This "zone" postal system principle was abolished by President Abraham Lincoln in 1843. And since that date postal commissions investigating postal affairs have denounced such a "zone" system as has now been imposed.

This is the law—the most disastrous and destructive law ever passed in the history of postal legislation! Huge postage increases will destroy reading and the opportunities for periodical reading thereby just as certainly as it did in 1774, when the old royal and despotic authority deliberately raised postage rates for the purpose of destroying reading matter and its accessibility.

The proponents of this destructive postal legislation have claimed that there was a postal deficit. The United States Post Office Department showed that the revenues exceeded all expenses last year by \$9,886,211.50 (Report of Postmaster General).

The proponents of this disastrous postal law claim that the Post Office loses eighty millions of dollars a year on the magazine postage increase to the readers of this nation. The Postmaster General's report for last year shows that the "total shipments of periodicals by freight" during the year 1917 consisted of 4,367 carloads weighing 127,298,731 pounds at a cost of \$68,678,700 or a shade over one-half cent a pound! They receive one cent a pound. And Canada sends all periodicals from anywhere to anywhere in Canada at one-quarter of a cent a pound. Why should readers of this nation be given less progressive legislation than Canada?

The guesswork "cost" figures advanced by the proponents of this disastrous law were shattered by Congressman Stevenson of Minnesota in Congress, when he showed that if such "cost" figures were correct that the Government must have spent \$590,500,000 for periodical mail when, as a matter of fact, the Department spent only \$306,000,000!

The words of Woodrow Wilson are noteworthy. They might have been written yesterday, so apt is the description and so pointed and stinging is his indictment of the dull folly and destructiveness of this postal legislation.

"Surely sober second thought will prevent any such mischievous blunder."

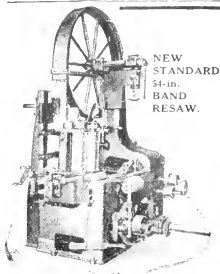
Will you help to repeal this unjust and disastrous law?

Write to your Congressman at once. If you don't know who your Congressman is, ask at your post office.

Bring these facts to the attention of your church, your society or the organization to which you belong; adopt resolutions demanding the repeal of this destructive law. Send a copy to me.

Hundreds of associations—business organizations and women's clubs—have adopted resolutions denouncing this destructive postal law. Be one of them!

Discuss it with a friend now and then—and if you will help—enroll and send your name, address and State to Charles Johnson Post, 200 Fifth Avenue, New York City.



NEW
STANDARD
54-IN.
BAND
RESAW.

TEN YEARS' RECORD

A Specialty - Not a Side Line

Lumber, S. C., Feb. 18, 1918.
Gentlemen:—The New Standard 54-inch Band Resaw purchased from you about a year ago has given entire satisfaction. We also have an older machine which has given entire satisfaction. The writer has used your machine for the past ten years and in his opinion there is not a machine put on the market that will equal the Mershon Band Resaw.

D. T. McKEITHAN LUMBER COMPANY.

Wm. B. Mershon & Co., Saginaw, Mich.

NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

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Jacksonville, N. C. { } Wildell, W. Va.
Hertford, N. C. { } Mill Creek, W. Va.

Willson Bros. Lumber Co.
MANUFACTURERS

MAIN OFFICE: PITTSBURGH, PA.

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Manufacturers and Wholesale-
salers of All Kinds of

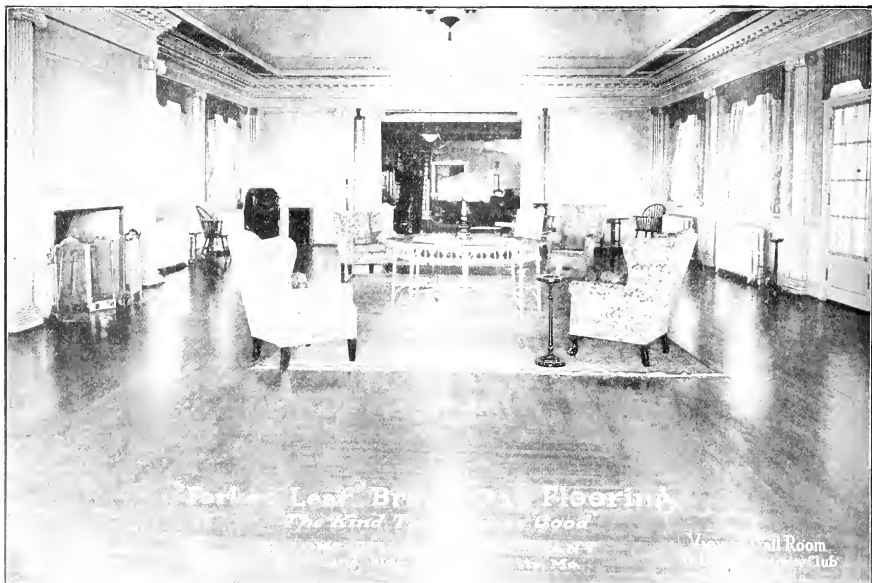
"If Anybody Can,
We Can"

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Long and Short Leaf Pine Virginia Framing

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PHILADELPHIA



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The Best... Good

V... Room
Club

Double Band Mill For Sale

Including:

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- Loaders
- Trimmer
- Edgers
- Resaws
- Sprockets and Chain
- Shafting and Pulleys
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- Log Machinery
- All the Machinery for a
Clothes Pin Mill
- Filing Room Equipment

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SALT & LUMBER CO.
LUDINGTON, MICH.

COMMERCIAL KILN DRYING

Modern Kilns

We do a large amount of this work and are in a position to quote prices that will be satisfactory.

Wire or write us, or better still, send along your shipments of lumber for kiln drying and they will be taken care of.

WILLIAM HORNER

REED CITY, MICHIGAN



Mixed Cars or Full Cars

We have one of the Largest Stocks of

Northern Hardwoods

to be found. Our line is complete in

Hemlock, Pine, Tamarack and Flooring

It is our pride that we have the organization and the stock to meet the emergency.

NEED ANY OF THE FOLLOWING DRY SPECIALS?

100,000'	1"	No. 2 Common & Better Basswood
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100,000'	6 4"	No. 2 Common & Better Basswood
100,000'	1"	No. 2 Common & Better Birch
100,000'	5 4"	No. 2 Common & Better Birch
150,000'	6 4"	No. 2 Common & Better Birch
75,000'	6 4"	1st & 2nd Red Birch
100,000'	8 4"	No. 2 Common Hard Maple
100,000'	2"	No. 3 Common Hard Maple
80,000'	6 4"	No. 2 Common & Better Soft Maple
200,000'	2"	No. 2 Common & Better Soft Elm
75,000'	3"	No. 2 Common & Better Soft Elm

Mason-Donaldson Lumber Co.

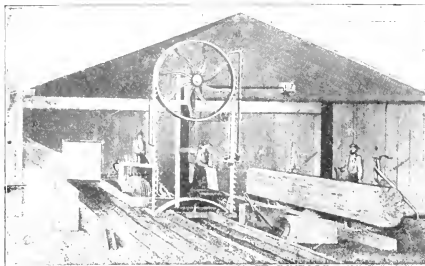
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HOOSIER
HARDWOODS

Hoffman Bros. Company
FORT WAYNE, IND.
Established 1867 Incorporated 1904

**Worry Has Killed More Men
Than Overwork**

**Why Worry About Your
Lumber Supply!**

We have a large and complete stock of thoroughly dry, well manufactured, Southern Hardwoods in all grades and thicknesses, and are in position to make immediate shipment of straight or mixed cars.

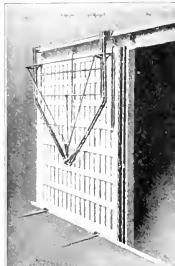
When we say immediate shipment, we mean it. Let us demonstrate to you that we can give you

**QUALITY, SERVICE, and
COURTEOUS TREATMENT**

Wire or Write Us for Prices

Baker-Mathews Lumber Co.

1314 Fisher Building
CHICAGO, ILL.
GENERAL OFFICES: SIKESTON, MO.



**DRY KILN DOOR
CARRIER CO.**

Save

HEAT TIME
TROUBLE MONEY

By Using the

DOOR CARRIER SYSTEM

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THEY OPERATE PERFECTLY
ON doors of any size, on
OLD OR NEW KILNS.

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Door, Ready for Lifting

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In conformity with the rules of the postoffice department, subscriptions are payable in advance, and in default of written orders to the contrary, are continued at our option.

Instructions for renewal, discontinuance, or change of address, should be sent one week before the date they are to go into effect. Both old and new addresses must be given.

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YOU

Don't have to make claims on our shipments. We keep the doubtful boards.

SATISFY YOURSELF

Your inspector, your shop foreman, with the uniformly high grades of our perfectly manufactured stock.

**Oak, Gum, Ash, Elm, Cottonwood, Hickory
EVERYTHING IN SOUTHERN HARDWOODS**

Tell us to quote you. Then wire us to ship.

Beaumont Lumber Co.
BEAUMONT, TEXAS



Hardwood Record

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Published in the Interest of the American Hardwood Forests, the Products thereof, and Logging, Saw Mill and Woodworking Machinery, on the 10th and 25th of each Month, by

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CHICAGO, MAY 25, 1918

No. 3



Review and Outlook



General Market Conditions

THE PROBABLE FUTURE OF THE LUMBER MARKET was clearly brought out in that memorable convention of the National Lumber Manufacturers' Association which occurred in Chicago this week. The high point that stands out in a mental bird's-eye of the proceedings is the fact that direct government and necessary war business and the relations of the trade to that business occupied every minute of the three extremely crowded and interesting days. No one who attended these meetings will doubt for a moment that the spirit of the entire American lumber industry was represented at this epoch-making gathering. Therefore the revelation of the complete domination by war work of the mind of the convention clearly epitomizes the true situation of the industry throughout the land. In short, the business which has come because of the war and the necessity for efficiently handling it is now the big consideration of our national lumber producing body.

That result comes not alone through war necessity, but just as surely reflects the economic necessity of the present situation—the time honored influence of supply and demand. Patriotic motives alone would undoubtedly have sufficed to have brought the lumber trade to its present organization in support of war work, but the effectiveness of purely patriotic motives is enhanced by the fact that from the standpoint of markets, war work so strongly dominates the lumber industry as to demand primary attention to that phase.

The industry is committed to such a program for an indefinite period ahead and the sincere utterance of many of the best posted men within the ranks of the lumber trade leave no room for doubt that manufacturing capacity will be filled to overflowing just as long as our national war program carries on.

Statements of the degree to which manufacturing capacity will be utilized during the year were in the main based on normal manufacturing possibilities. But when the sickening seriousness of the labor situation is taken into account there is an even more clean-cut reason for anticipating shortages. Shortage and inefficiency of labor have become much more than a source of annoyance or a cause for worry; they constitute today a direct menace to the national production of lumber which has become one of the most important of raw materials for war purposes. Indeed the threat of serious interruption is very real and the lumber industry as a class is still entirely in the dark as to means of effectively meeting it.

The actuality of the threat was emphasized at the convention by, in some cases, apparently radical recommendations coming from clear-thinking and efficient producers. It is apparent that satisfy-

ing inducements must be offered to labor if mill and woods operations are not to be curtailed or even possibly shut down. Some of the most clear thinking and successful men in the industry seem to feel that drastic changes in the relations of the trade to its labor are certain to come about eventually. Thus it would seem that the trade should be the gainer in the end by anticipating the inevitable and putting these changes through now, thus reaping immediately what advantages would otherwise accrue in the future.

No one in reckoning or attempting to analyze the condition and prospects of his individual business should discount the general effect of the national situation upon the lumber industry as a body simply because for the present he himself may not have experienced either advantage or disadvantage from the war. It is true that the hardwood trade has not yet reached the point of importance to war prosecution that has come to the building lumbers, but it is a safe prophecy that the time will soon come when every branch of lumbering will be concerned primarily with the production of war supplies. Even now the call of the nation has come home to the hardwood trade either directly or through its many diversified points of indirect contact.

War needs which are evolving and which will evolve will so far outweigh what has gone before that hardwoods contribution to the war cause in the way of material supplied so far will appear insignificant. Just as an instance, it is predicted that building construction which would not have come about except because of the war, will call for anywhere from 5,000,000 to 15,000,000 feet of hardwood flooring during the coming year. This does not seem a very large item in itself, but it is a very significant one.

Another illustration that means something is the statement by one of the largest furniture manufacturers in the country that factory production runs now about 75 per cent to furniture for the government and about 25 per cent to regular commercial lines.

Still on top of all of this, the usual commercial channels for hardwoods are kept fairly well filled, and in fact, in some cases are filled to the limit, although the buying trade is pursuing the wise policy of not laying up any more than is necessary in the way of raw material. This policy seems due not so much to lack of confidence in its own trade as to the possibility of being called upon to assist in meeting the national requirements which might necessitate entirely different descriptions of lumber.

Isolated items of hardwood have gone on record as having moved recently in important markets at less than was gotten for them two weeks ago, but in the broad sense lumber values are seeking and still finding higher levels and the top will be reached only when the apex of producing cost comes.

The Cost Campaign

COMMITTEES ARE AT WORK in behalf of practically every branch of lumbering seeking with the aid of auditors the best system of cost accounting, and endeavoring to arrive at something like a standard method of compiling costs and to get at the real cost of making lumber. There are no two sections where conditions are the same, and often in the same body of timber, operating on the same logging road, there is a wide difference in what it costs to put stuff on the log banks. Also the labor situation is very sensitive, and almost every hardwood operator is running short handed, or with but two-thirds of a crew. This naturally adds materially to labor charges.

Again, there seems to be no end in the advances in price of all sawmill and logging equipment and supplies. Thus, every thirty days there should be a change in costs—upward—especially as, from the viewpoint of most lumbermen, further advances in labor will be necessary in order to maintain even the present crews.

With these things staring us in the face, it is a fact that there is no dependable knowledge as to what costs actually are, and it is necessary for the well being of the whole industry that some standardization be worked out that will insure all costs being included, so that each man will actually know his costs.

A well known organization which had kept its cost system going for eighteen years, now finds it necessary to change its methods continually. In checking up the costs from sixty manufacturers on various mill supplies, and the increase brought about by the labor situation, it was found that an increase of forty per cent had been effected in the past six months. That means, while prices are higher than they have ever been in the lumber business, the cost of putting lumber in piles and delivering it to the consumers is likewise higher, possibly from 100 to 175 per cent.

The closer accounting you make, the nearer you come to making profits possible, but a business that is conducted at cost or on practically a five per cent basis of profit for five years, and then has a good year, is not being treated fairly if it is put on a basis that does not take into account all the economic changes affecting manufacturing and marketing.

Solidifying the Lumber Industry

RESULTS ARE BEGINNING TO TELL THE STORY in the lumber industry. Differences are disappearing and common interests are standing together. The lumbermen of the South, West, East, and North are finding out that many things are in common which were once thought to be necessarily antagonistic. This state of affairs was more noticeable at the recent meeting of the National Lumber Manufacturers' Association than it ever had been before. Community of interests is recognized. Everybody seems to feel that there is a market for all the lumber, no matter where the trees grow or where the mills are located; and that the problem present to all manufacturers is to produce lumber and sell it, while leaving to supply and demand the prices and the distribution.

The change in sentiment and attitude is healthful and full of promise. It has resulted from better acquaintance among lumbermen and father understanding of one another's aims and purposes. Petty and local matters have been found to deserve small place in broad, national policies. It is recognized that regions are component parts of one common country, and that the whole is greater than any of its parts.

A period of nearly four years of war has been a severe but an efficient teacher, and the lessons are being learned thoroughly. The greatest of these lessons teaches the value of co-operation, the strength of unity, the necessity that all shall pull together, and that in time of stress and danger there shall be no backfiring.

It is the hope that when the war ends, an end will speedily come to the hardships, losses, and animosities; but that the good results will long continue. So may it be in the lumber industry. The unity of purpose which the war has taught should continue; the confidence which industrial leaders have learned to place in one another ought to bear fruit during many years to come. There

should be no return to narrow and petty sectionalism which in the past so greatly cramped effort and hindered accomplishment. Policies have broadened. Let them continue to expand.

Trade opportunities will increase and fields of endeavor will widen when peace returns. Lumbermen, through their associations, prepared in war for the larger problems of peace, and they will be better than ever in the past. The tuition in the school of experience has been high, but the lessons have been worth all they have cost.

Fixing Lumber Prices to Private Consumers

THE PROPOSAL THAT THE GOVERNMENT FIX THE PRICES which manufacturers of lumber shall charge private consumers, is before the country. It is expected that a meeting will be held in Washington in June to settle the matter. The men who make lumber are disposed to resist any attempt to fix such prices. The resistance, however, shows no signs of going farther than vigorous protests. Lumbermen take the ground that the government has no constitutional right to take private property for private use, no matter what the price may be, and that to compel the makers of lumber to sell it to private parties at any price is without authority.

It is understood that if the government proceeds to fix prices for private sales, it will act because of complaints made by certain private buyers that they are charged much higher prices for their lumber than the government pays for what it buys. It has not yet developed just where such complaint comes from, now that such complaint has actually been made to the government; but it is believed that the government's proposal to fix private prices is in response to such complaint made by buyers.

The lumbermen will send a committee to Washington to present their side of the case, with the hope that the government can be induced to recede from its position that private sales should be at fixed prices. The lumbermen are expected to contend, first, that such prices cannot be regulated without violating the constitution, and, therefore, it should not be done; and their second contention will be that private buyers are not charged exorbitant or unreasonable prices for lumber, and for that reason, there is no occasion for the government to interpose its power to fix prices. The lumbermen expect to be able to show by facts and figures that advance in prices to private buyers has not been out of proportion to increase in cost of production. The fact that the government buys its lumber at prices lower than those which private consumers pay for theirs, is no better argument in favor of lowering prices to the private buyers, than it is an argument that the government prices should be raised. The justice of the matter depends upon the cost of production. The government has fixed the price that it will pay. If that price is not high enough to give the sellers of lumber a fair return, it can not be claimed to be justice to use that price as a criterion of what private prices should be.

It is probable that the June meeting in Washington will examine very carefully into the actual cost of production, and that prices will be based on that cost rather than upon an arbitrary figure. If that plan shall be carried out, there seems to be no reason why a satisfactory understanding can not be reached, and that if private prices are to be regulated, it will be done in a way that will leave us room for the charge that private property has been confiscated.

Such an understanding would leave out of consideration the question of violation of the constitution, although that question would remain. Some persons believe that it ought to be waived at this time, when war problems are foremost in public thought and are of such tremendous importance that a purely academic question should not be allowed to interfere. It is claimed that already, whether right or wrong, prices to private buyers have been fixed for some commodities, sugar and flour, for instance. If this view is correct, the Rubicon has already been crossed, and regulation of sales for private sellers to private buyers is an accomplished fact in which the people have acquiesced because it is a war measure, and because it is the disposition of the people to give the government all the rope it needs for hanging autocracy, and not be too particular about the niceties of constitutional questions at this time.

National Lumber Manufacturers Meet

The sixteenth annual meeting of the National Lumber Manufacturers' Association convened Sunday morning, May 20 at the Congress hotel, Chicago. Acting President R. B. Goodman was in the chair, while the president, R. H. Downman, was present as a spectator, and occasionally took an active part in the proceedings. Assistant Secretary John Lind was in charge of the records. The attendance was large and the interest was earnest and sustained.

It was apparent from the first that the lumbermen had come together for business purposes and not with the idea of sociability and a good time. The program was an outline for constructive work, and the various speakers held closely to that view. Reference to the war were numerous, but the war was not a prominent topic of discussion during the carrying out of the program. Present conditions were recognized at their full value and meaning, and it was strongly insisted upon that employers ought to stand as solidly together as do the employees; at least to the extent that business men should take it upon themselves to become acquainted with

a method of doing business that is better, and the interest which should be shown in doing so, and with a better understanding.

Trade Extension

The program set apart two hours for considering trade extension matters, and J. W. Blodgett of Grand Rapids, Mich., was called to the chair to preside over the session. A number of speakers presented different features of the work which the National association has been carrying on.

Building and loan association work was discussed by K. V. Haymaker of Detroit, Mich. He has traveled 15,000 miles while working for the association and has addressed meetings in all parts of the country to rouse interest in building and loan work. The more of such associations there are, and the more active and efficient they are, the greater will the demand for lumber be, and the better able will the public be to buy lumber.

J. R. Moorehead of Kansas City, secretary of the Southwestern Lumbermen's Association, read a paper which entered particularly



J. H. KIRBY, HOUSTON, TEX., PRESIDENT



J. W. BLODGETT, GRAND RAPIDS, MICH.,
FIRST VICE-PRESIDENT



J. H. BLOEDEL, SEATTLE, WASH., SECOND
VICE-PRESIDENT

their representatives in legislative bodies in order that business needs may be properly represented. That will be the new order of politics which will supplant the old spoils system.

The first session was opened with music by the band from the Great Lakes Naval Station, which was working in the interest of the Red Cross; and the music was followed by a brief address in behalf of Red Cross work, by John A. Bruce, who pointed to the fact that 100,000 lumbermen are in the army and navy in various capacities, and he asked support of lumbermen who are staying at home. By a rising vote the meeting pledged support, but no particular sum was promised.

Flour Barred from Tables

The meeting passed by a unanimous vote a resolution, or rather a promise, that wheat flour would find no place on lumbermen's tables during the continuance of the war. That action was taken in response to an address by Ralph H. Burnside of Raymond, Wash.

At the conclusion of the vote by which wheat flour was put away, a call from those present for a word from R. H. Downman, was responded to by Mr. Downman, who insisted that he was there in the capacity of spectator only, but he spoke briefly on the great need for better co-operation in order to meet the needs of the hour and the changing conditions of business. The government is taking

into the work being done in his region in organizing building and loan societies. He advocated the policy of sending a man to each state to push the work of organizing such associations.

A paper on retail work was read by H. R. Isherwood, who explained how the work in the retail field of the National association has been carried on.

The methods used in developing the uses of lumber were explained in an address by C. E. Paul, a construction engineer in the employ of the association. He has divided the work in three parts, first, information concerning the uses of wood; personal contact with those who use this material; and co-operation with societies. A large number of pamphlets and circulars has been published, each covering some field of wood utilization.

Certain scientific matters that influence the uses of wood were the subject of an address by Hermann von Schrenk, consulting engineer, who has done much work for the association, one of his particular lines having to do with rendering wood proof against fire. He had an interesting and instructive exhibit in the meeting rooms of the association. **Committee on Resolutions**

Early in the first day's session the chair appointed a committee to draft resolutions, the members of which follow:

J. H. Kirby, Southern Pine Association, chairman.

J. H. Bloedel, West Coast Lumbermen's Association.
 E. A. Seifridge, California Redwood Association.
 C. S. Smith, California White and Sugar Pine Association.
 W. C. Hull, Michigan Hardwood Manufacturers' Association.
 W. B. Roper, North Carolina Pine Association.
 A. L. Osborn, Northern Hemlock and Hardwood Manufacturers' Association.
 L. S. Case, Northern Pine Manufacturers' Association.
 L. W. Gilbert, Southern Cypress Manufacturers' Association.
 E. T. Allen, Western Forestry and Conservation Association.
 D. C. Evelyn, Western Pine Manufacturers' Association.
 F. K. Stahl, Hardwood Manufacturers' Association.

Ten minutes of the association's time was allotted to Rev. John Miller of Iron River, Wis., for presenting the merits of the "Shantymen's Christian Association," which is engaged in betterment work among lumbermen in various parts of the country. Rev. Miller did not ask for funds, but stated the need of money and the uses to which it could be put in the improvement of the conditions of lumbermen.

As a part of the trade extension work, R. S. Whiting read a paper, dealing largely with building codes in many cities. Mr. Whiting is an engineer in the employ of the National association. He explained the attitude of underwriters to the use of wood in con-

struction and consideration of the industry as a whole.

Nothing herein is meant to deprive the directors or president of the association of their constitutional authority or should be construed to discourage creation and interest of special committees to investigate, report, or advise upon special subjects, the intent being to make these of full usefulness, while not superior to, the elected or employed officials with whom the permanent responsibility for policy and administration lies.

Further, to clarify the relations above discussed, we recommend that Section 22 of the by-laws, amended last June to require monthly meetings of the executive committee, be restored to its original form not requiring stated times of meeting. The executive committee will thus be relieved of meeting except when its action in intervals between directors' meetings is actually required to deal with emergencies of administration.

Also that a new section be added to the by-laws dealing with standing committees, other than executive, to the effect that they shall report recommendations for all proposed measures, projects and expenditures on behalf of the association to the quarterly meetings of the directors for approval, and, in the event of proposed modification between directors' meetings, to the acting manager of the association for his approval of consistency with the administration for which he is generally responsible during such intervals. Disagreement shall be referred to the executive committee, for decision by mail or telegraph vote, or by conference, as its chairman deems best.

That the executive committee shall consist of seven members and that five votes shall be required to support its decisions.



C. H. WORCESTER, CHICAGO, ILL.,
TREASURER



C. A. BIGELOW, BAY CITY, MICH.,
DIRECTOR



R. H. DOWNMAN, NEW ORLEANS, LA.,
DIRECTOR

struction work, and stated that attitude to be one of friendliness, at least to the extent of wishing to see wood given fair consideration as a building material.

Pacific Coast Committee's Report

A report, dealing with policies of associations and the lines of work which ought to be pursued, was read by E. B. Hazen, chairman of the Pacific coast committee. A summary of the report is here given:

It is the duty of the Pacific coast committee, under the National's by-laws, to determine all issues of importance that develop on the Pacific coast and to present these to the association.

Of chiefest importance at this time is to weld the entire industry together for the greatest strength and service to itself and to the nation. We are confident that this higher purpose and higher inspiration dominates all sections represented here. This being true, it is no time to present local problems or dissatisfactions, for they can wait, or, better yet, disappear in the accomplishment of the greater task.

To be of the highest usefulness for the purpose mentioned, the association must have universal confidence that its policies and administration are based on fact and principle, truly mutual and truly national, with every safeguard against the influence of sectional or other selfish interests.

To this end we propose that there be imposed upon an employed manager the duty and responsibility of such management as has been indicated above, assisted by such legal counsel or other experts as may be from time to time required and who shall also, within their activities,

That, if legal, proxies be recognized at directors' meetings.

In conclusion, in further interest of eliminating sectionalism and to evidence its confidence in the principle of authoritative management rather than that of committee government, the Pacific coast committee recommends its own abolishment.

The address given by C. S. Keith will be printed in full in the June 10th issue of HARDWOOD RECORD.

A short talk was given by L. C. Boyle of Kansas City on the subject of National policies and the lumber industry.

STIRRING BANQUET

The whole program of the banquet season was radically different from the usual similar affair in lumber circles. Acting President Goodman in announcing the banquet in the afternoon session said that it would conform to the lines maintained by the northwestern lumbermen, that is, following up the Simon-pure business sessions with talks along trade lines, but coated in a more palatable form than the usual dry association discussion.

Mr. Goodman's program included just enough able speakers to cover a variety of subjects, and to cover them in an entertaining manner. At the same time the program was not so long that it became the least bit tiresome.

The principal speakers were Mr. Goodman, Dr. Wilson Compton, C. H. Worcester, J. H. Bloedel, John H. Kirby, John Crosby and E. B. Hazen.

Mr. Goodman chose as his subject, "Why the National Association?" He introduced his topic with the interrogation as to the necessity for expanded and greatly strengthened national body in the face of tremendous demand and of tremendous difficulty in manufacturing due to supplies, labor and cars, when this condition still leaves to the manufacturer a reasonable profit on his operation. He asked "Therefore, why the National association?"

He cited the pleasant experience he has had during the past year as manager of the National and emphasized the broadening influence of close association with the high type of men administering the affairs of that very important body.

He went on to enumerate the many vast uses for lumber which ordinarily do not occur as obvious to the lumber manufacturer who has reckoned with the usual channels of commercial demand, and he maintained that the whole country may have to suffer from an era of "low price" fixings. He maintained that it is the duty of the convention assembled to define the new influence and aims of the industry and to carry them through to a successful conclusion.

Mr. Goodman made the stirring declaration that "For the indi-

committee was the only trade committee at Washington which was organized on a comprehensive plan, and that the organizers had been repeatedly complimented by the adoption of similar plans by other trade bodies seeking to aid the National government at Washington.

According to Mr. Worcester, one of the greatest difficulties was the overcoming of what might be described as suspicion of the motives of the unselfish lumbermen, who gave their time and their money in the interest of their government and of their trade. These suspicions lead to many attacks, which difficulties, however, were eventually overcome through the courageous and unflinching efforts of R. H. Downman and the members of his committee.

Mr. Worcester said that it is not within the ability of any individual to foresee National requirements exactly, as no one knows until the very last moment what requirements will be. He made the encouraging prophecy, however, that the capacity of sawmills in this country will be fully occupied during 1918.

Following Mr. Worcester's talk, W. H. Sullivan of Bogalusa, La., made a stirring talk of appreciation of Mr. Downman's work and his character, and closed with a motion that a suitable gold medal



R. B. GOODMAN, GOODMAN, WIS., DIRECTOR

EDWARD HINES, CHICAGO, ILL., DIRECTOR

W. C. HULL, TRAVERSE CITY, MICH., DIRECTOR

vidual to pursue the dollar of profit from his individual enterprise and leave the industry as a whole to shift for itself, is the height of disloyalty."

He closed with the assertion that the association is in a remarkably good position and will so continue.

Mr. Goodman then introduced Dr. Wilson Compton, who talked on the subject, "National Organization in Relation to National Problems."

Dr. Compton has had practical lumber experience and at the same time has made a thorough study of the industrial and economic problems confronting the lumber industry. His talk followed closely the suggestion in the title, his aim being to point out to the industry important current problems and those which will develop with the advent of future epochs. He defined ways and means for successfully meeting the grave questions and overcoming threatening difficulties.

C. H. Worcester of Chicago, who for the past year or more has worked with R. H. Downman on the lumber committee at Washington, gave a plain but interesting recitation of facts and description of conditions encountered at the National capital. He sketched the development of the lumber board, which originated in a small office room in Washington, where fourteen prominent lumbermen met about a year ago to organize the work. He said that the lumber

be struck off to be presented to Mr. Downman by the chief executive of the nation as a fitting tribute to his glowing record and honest and sincere work while at Washington. The motion was carried with a rising vote.

In introducing J. H. Bloedel of Seattle, Wash., Chairman Downman made an unique comparison between the character of the lumber industry in the older sections through the South and the Middle West and the spirit one encounters in the far Northwest. He said that the southern and central western industry is rather prosaic in its nature, whereas one associates a spirit of romance with the exploitation of the timberlands in the Pacific coast regions.

Responding, Mr. Bloedel gracefully acknowledged the compliment, saying that such a spirit of romance undoubtedly does exist, because it was the romantic lure of the Far West which brought its citizens many years ago, and it has been the sustained romance of that section which has made westerners discontented in any other than their new home environments.

Mr. Bloedel reviewed the astonishing record made by western manufacturers in meeting the National need. He instanced the great difficulty in getting shipments of ship timbers through to the Atlantic states, and told of the final inauguration of a solid trainload service which when well organized led to the shipping of solid trainloads of ship timber practically every day. In fact,

he said eighty-two barrels were shipped to the East in ninety days with record speed of travel as part of the accomplishment.

He told of the great record made in the production of aircraft lumber, saying that the production so far has totaled 42,000,000 feet of spruce and 15,000,000 feet of Douglas fir, a total sufficient for the production of 57,000 airplanes. This according to Mr. Bloodel is sufficient evidence that if there is anything wrong with the airplane program the responsibility does not rest with the western lumbermen.

Mr. Goodman maintained his already established reputation as an apt chairman for such an occasion in his introduction of John H. Kirby of Houston, Tex. He said that the convention had been listening to a discussion of various types of timber during its day's session and it would now have the opportunity of listening to a man of senatorial timber. The prospective membership in the United States Senate of John H. Kirby of Houston is so well known that his name was called by the audience before Mr. Goodman had completed his introduction.

Mr. Kirby proved that his senatorial qualifications embrace an

Mr. Kirby then went on to tell of the startling increases in pine stumpage values within the memory of the present generation. He said in his boyhood days his father was desirous of purchasing a sewing machine from a traveling salesman and after lengthy negotiations decided to give eight fortunes of fine timber in exchange for the machine. In being criticised by a relative for giving eight instead of four fortunes, which would have been sufficient, Mr. Kirby's father observed that he really thought he had been doing a favor to himself to add on the additional four.

Mr. Kirby said that in the memory of the most youthful listeners present the value of pine stumpage has gone from one dollar to \$95 an acre, and this in the face of the keenest competition not only within the pine trade but with other competitive species.

His talk along these lines was mainly directed at the question of arriving at proper cost calculation. Mr. Kirby pointed that a comparatively short time ago the entire land was covered with a splendid forest area from Texas east with very few interruptions. He said that now a large part of this has gone, with the great areas of southern pine cut out, with the old northern white



R. A. LONG, KANSAS CITY, MO.,
DIRECTOR



CHAS. S. KEITH, KANSAS CITY, MO.,
DIRECTOR



E. O. ROBINSON, CINCINNATI, O.,
DIRECTOR

unusual ability as an orator. He can talk clearly and definitely to a well-considered and well-defined point without sacrificing any of the added strength which is imparted to his arguments by the grace and the force of his delivery.

He opened his talk in a way that won his audience, immediately establishing two points with apt stories, one at the expense of Edward Hines of Chicago. It seems Mr. Kirby was host to Edward Hines some time ago at a deer hunt in the South. Mr. Hines was handed an old style single barrel shot gun, "For," said Mr. Kirby, "we considered that this would do him as well as any other kind."

An ample number of dogs and beaters were sent out to drive the deer along the trail along which Mr. Hines was comfortably stationed. Within a short time a number of deer were driven before Mr. Hines and the rest of the party waited anxiously for the report of his gun. Seeing the deer go by without hearing any report indicating their attempted execution they hurried up to Mr. Hines and upbraided him for not shooting and asked him why he didn't fire. Mr. Hines said: "I want to hunt all day and only have one load."

Thus, according to Mr. Kirby, he was forced to keep away from a topic which he was slated to talk on at one of the future sessions of the convention as he, similar to Mr. Hines, had only one load and didn't want to waste it in the beginning.

pine now a memory, and with other species being utilized just as rapidly. He asked the question: "Since all this timber is gone what now is the value of stumpage?"

He ended with a fervent protest, citing as a violation of our famous "Bill of Rights," and as a transgression of our constitutional rights as American citizens the practice of fixing prices of commodities for private use. He said that were the price of a national commodity fixed so that the buyer would have to pay more than its worth, the buyer would thus be deprived of a constitutional privilege. He said further that were the price of a national commodity fixed so that the seller was compelled to dispose of it for less than its worth, the seller would then suffer in a similar manner. He stated that while our Constitution and Bill of Rights provide that private property may be seized for national use, there is no word of any sort that makes it legal for private property to be seized for private use. He denounced price fixing for private use as anarchistic in its character.

Here Chairman Goodman read a telegram from Washington stating that the Doyle-Mitchell case had been decided in favor of the lumbermen. This case hinges on the question of proper method of charging for stumpage in making tax returns. It was maintained by the Mitchell interests of Cadillac, Mich., that timber should be entered at 1913 valuations, whereas it was contended

on the other side that the purpose of the bill is to increase the lumber tax on the government.

According to the constitution, the bill was passed a little later by Charles S. Keith, under the authority of a committee decision handed down by the United States Supreme Court, in regard to stumpage value now becomes effective. It is estimated in proportion to the increase in the charge of stumpage on the stumpage each year against profits paid to the landowner.

Following the telegram, chairman of the board of John Crosby of Chicago, who has handled numerous lumber advertising campaigns. Mr. Crosby recited points in favor of advertising on the paper read in the afternoon session by Mr. Keith. He maintained that Mr. Keith's contention that the logging association should do the advertising for lumber was not a point well taken, and gave his reasons against Mr. Keith's idea in a brief and convincing manner.

Following the short talk by E. B. Hazen, Mr. Keith was given the floor for a short time, in which he said that he would endeavor to answer Mr. Crosby's and Mr. Hazen's arguments at the next day's session.

The banquet then broke up.

Gold Medal for Downman

The association responded unanimously to a suggestion that a gold medal be presented to Robert H. Downman in appreciation of his services at Washington as representative of the lumber interests on the war service committee. The suggestion was made by W. H. Sullivan of Bogalusa, La., in the course of his address which dealt with the work of the lumber interests in meeting the war situation and assisting the government in its military preparations. Mr. Sullivan presented figures showing what quantities of ship lumber and other materials had been supplied by the yellow pine interests of the South, assisted by the fir people of the West Coast with a few million feet of extra large timbers. The yellow pine organization is months ahead of its schedule. The medal was proposed for Mr. Downman because of his valuable aid in the great work. After voting the medal, the hope was expressed that it could be arranged that President Wilson make the presentation. The matter was placed in the hands of a committee consisting of J. H. Bloedel, Seattle, Wash.; Charles S. Keith, Kansas City, Mo.; and Edward Hines, Chicago.

Affiliated Association Session

Early in the session on the second day of the meeting, two hours were given to a sort of experience meeting in which representatives of the different affiliated associations told what had been going on in their regions and what was expected in the future.

E. A. Selfridge spoke for the California Redwood Association. The California White and Sugar Pine Manufacturers' Association

was well represented by its secretary, E. O. R. Hines, who spoke for the Oregon Manufacturers' Association.

The Georgia Manufacturers' Association had two representatives, E. O. R. Hines, secretary, and J. H. Bloedel, president of the Georgia Association of Lumber Manufacturers.

The Michigan Manufacturers' Association was represented by its secretary, W. C. Hall, who spoke for the Michigan Manufacturers' Association. He mentioned the fact that some of the other speakers had mentioned the fact that the National Association in its program should do it more effectively than the regional associations could do it.

J. L. Campbell of the R. Turnbull, who was on the program for the North Carolina Pine Association.

G. N. Hinder, president of the Northern Hemlock and Hardwood Manufacturers' Association, represented that organization, and mentioned an enlargement of the trade extension work which the National has been carrying on.

The Northern Pine Manufacturers' Association was represented by its president, H. C. Hornby, who stated that the production of northern white pine is declining and has been growing smaller during several years.

Fredrick Wilbert was on the program to speak for the Southern Cypress Manufacturers' Association, but he was not present and his place was filled by Mr. Hughes.

Charles S. Keith addressed the association in behalf of the Southern Pine Association.

R. H. Burnside took A. L. Paine's place on the program and spoke for the West Coast Lumbermen's Association.

D. C. Eccles was spokesman for the Western Pine Manufacturers' Association.

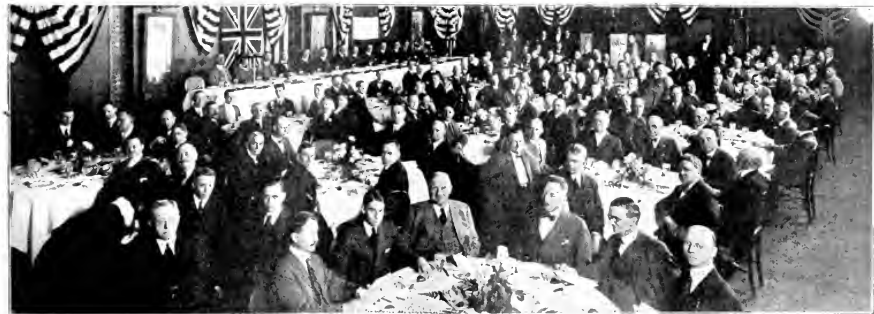
E. T. Allen filled the place on the program that had been assigned to A. L. Flewelling as representative of the Western Forestry Conservation Association.

The foregoing speakers were allotted six minutes each in which to describe the work, hopes, and ambitions of their associations. The next number on the program called for similar talks by the secretaries of the several associations; but when the number was reached, the secretaries asked to be excused, and the meeting voted to accede to their request.

R. A. Long, former president of the association, was called on for remarks, and responded by a talk of a few minutes in which he emphasized the necessity and the value of thorough training in every line of activity which men undertake.

New Board of Directors

Most of the regional associations made early choice of members to represent them on the National board of directors, and the



BANQUET SESSION OF THE MOST IMPORTANT LUMBER MEETING IN HISTORY

work of selecting and organizing the board was promptly done by the stockholders, and the result was announced as follows:

E. T. Allen, Portland, Ore.;	F. R. Hubbard, Centralia, Wash.;
D. O. Anderson, Marion, S. C.;	W. C. Hull, Traverse City, Mich.;
C. A. Bigdon, Bay City, Mich.;	G. L. Hurme, Suffolk, Va.;
J. W. Blodgett, Grand Rap., Mich.;	John L. Kaul, Birmingham, Ala.;
J. H. Bloedel, Seattle, Wash.;	Charles S. Keith, Kansas City, Mo.;
W. S. Burnett;	John H. Kirby, Houston, Tex.;
R. H. Burnsides, Raymond, Wash.;	E. P. Kingsley, Portland, Ore.;
R. H. Downman, New Orleans, La.;	R. A. Long, Kansas City, Mo.;
D. C. Eyles, Ogden, Utah.;	W. C. Robinson, Cincinnati, Ohio.;
J. W. Embury, Chicago.;	E. A. Seffridge, San Francisco, Cal.;
R. B. Goodman, Goodman, Wis.;	W. H. Sullivan, Bogalusa, La.;
E. E. Graves, Hester, Fla.;	E. G. Swartz, Perry, La.;
J. B. Hazen, Portland, Ore.;	W. J. Walker, San Francisco, Cal.;
Edward Hines, Chicago.;	C. S. Wisner, Laurel, Miss.;
B. H. Hornby, Dover, Idaho.;	F. H. Worcester, Chicago.;
H. C. Hornby, Clonet, Minn.;	

Fund for Lumberman Fighters in France

A spirit of patriotism ran through the proceedings of all the association's meetings. Every reference to the war and to the necessity of winning it called forth approval and applause, showing that the support of the war was spontaneous and genuine. But in the course of the work an occasion arose by which an opportunity was afforded those present to voice their sentiments in a way more substantial than handclapping. Reference was made, in a resolution that was up for consideration, to the forest men who were across the sea helping with the work of putting the kaiser out of business. The need of a fund to buy comforts for the boys was mentioned, and it was immediately followed by a proposal to collect a fund at once. The proposition was popular, and R. A. Long started the ball rolling by announcing that he would give \$1,000 and that C. S. Heath would also give a thousand. The spirit was contagious and in about ten minutes the following subscriptions were on record:

Southern Pine Association.....	\$15,000
J. H. Bloedel, for West Coast Lumbermen's Association.....	10,000
Western Pine Manufacturers' Association.....	5,000
Southern Cypress Manufacturers' Association.....	5,000
Northern Hemlock and Hardwood Manufacturers' Association.....	5,000
The Cluquet companies.....	2,500
R. A. Long.....	2,500
California Redwood Manufacturers' Association.....	2,000
Charles S. Keith.....	1,500
W. H. Sullivan.....	1,000
R. H. Downman.....	1,000
J. B. Lacey.....	1,000
Edward Hines.....	1,000
John W. Blodgett.....	1,000
Arkansas Soft Pine Bureau.....	1,000
Hardwood Manufacturers' Association of United States.....	1,000
G. W. Delaney.....	1,000
Michigan Hardwood Manufacturers' Association.....	1,000
Gulf Lumber Company.....	1,000
C. H. Worcester.....	500
R. M. Hallowell.....	500
J. J. Newman.....	500
Lutcher & Moore Lumber Company.....	500
Eastman, Gardiner & Co.....	500
Kirby Lumber Company.....	500
W. R. Pickering Lumber Company.....	500
W. C. Hull.....	500
St. Tammany Lumber Company.....	250
Wassau Southern Lumber Company.....	250
Fresdenburg Sawmill Company.....	250
Duncan Lumber Company.....	250
Kaul Lumber Company.....	200
Marathon Lumber Company.....	200
Edge-Dowling Land & Lumber Company.....	200
L. S. Case.....	100
Bowling Arthur Johnson.....	100
J. B. Crosby.....	100
W. C. Wood Lumber Company.....	100
Total.....	\$64,500

Work of Resolutions Committee

The regional associations affiliated with the National nominated one committeeman each to represent them on the resolutions committee, as follows:

Southern Pine Association, J. H. Kirby, chairman.
West Coast Lumbermen's Association, J. H. Bloedel.

California Redwood, E. A. Seffridge, Jr.
California White and Sugar Pine, C. S. Smith.
Georgia Florida, M. J. Scanlon.
Michigan Hardwood Manufacturers, W. C. Hull.
North Carolina Pine Association, D. O. Anderson.
Hemlock, L. L. Osborn.
Northern Pine, L. S. Case.
Southern Cypress, L. W. Gilbert.
Forestry, E. T. Allen.
Western Pine, D. C. Eyles.
Hardwood Manufacturers, F. R. Gadd.
R. H. Allen, secretary.

After several sessions, the committee made its report in a series of resolutions prefaced by a declaration of principles in which it was affirmed that the association would loyally support the government by thought, word, and deed in prosecuting the war to a victorious conclusion.

The following paragraphs present a summary of the resolutions presented to the association and adopted by it:

The trade extension committee of the association is requested to use every means to promote the employment of wood, with the view of increasing its use wherever such use is warranted, and that this education be along the broadest lines, and in full co-operation with similar work of the regional associations.

As one of the industries producing war commodities of vital necessity, such as ships and airplanes, we must in all frankness, in stating our ability to meet this national demand upon us, confess to the government that our success will depend largely upon the tireless vigilance, rigorous enforcement, relentless pursuit and prosecution to the limit, of alien enemies abridging hospitality and proscribing upon the national patience, and traitors dishonoring their citizenship, both of whom seem to have Prussian inspiration to menace our camps and mills.

On the subject of amending the by-laws of the association, it was recommended that there be imposed upon an employed manager the duty and responsibility of such management as has been indicated, assisted by such legal counsel or other experts as may be from time to time required and who shall also, within their activities, be held responsible for investigation and consideration of the industry as a whole. Nothing herein shall deprive the directors or president of the association of their constitutional authority or be construed to discourage the creation and interest of special committees to investigate, report or advise upon special subjects, the intent being to make these of full usefulness, while not superior to, the elected or employed officials with whom the permanent responsibility for policy and administration lies.

It was recommended that section 22 of the by-laws, amended last June to require monthly meetings of the executive committee, be restored to its original form not requiring stated times of meeting. The executive committee will thus be relieved of meeting except when its action in intervals between directors' meetings is actually required to deal with emergencies of administration.

It was further recommended that a new section be added to the by-laws dealing with standing committees, other than executive, to the effect that they shall report recommendations for all proposed measures, projects and expenditures on behalf of the association to the quarterly meetings of the directors for approval, and, in the event of proposed modification between directors' meetings, to the acting manager of the association for his approval if consistent with the administration for which he is generally responsible during such intervals, and to the executive committee for decision by mail or telegraph vote, or by conference, as its chairman may deem best. The executive committee shall consist of seven members and that five votes shall be required to support its decisions, and that if legal, proxies be recognized at directors' meetings.

The discontinuance of the Pacific coast committee was recommended.

The transportation committee was authorized to urge the Interstate Commerce Commission to withhold approval of the fifteenth section, application 5860, until full investigation has been made. The protest is against the proposal of the carriers to increase the carload minimum, as such increase is predicated on the recognition of the cubical capacity and minimum principle, to which lumbermen are opposed.

The association expresses its thanks to the trade and daily press

for past support and for the excellent manner in which the proceedings of the National association have been handled.

R. B. Goodman, acting president of the association, was given a vote of appreciation of his devoted labor, zeal and leadership during the past year.

The government was requested to extend the scope and facilities of the Forest Products Laboratory at Madison, Wis., in order that it can carry on to better advantage the work it is doing in the interest of the lumber industry.

The association approved the action of the traffic committee in authorizing its attorney to intervene in Interstate Commerce Commission docket 19048 in cooperation with and support of the National Box Manufacturers' Association, and that the attorney be authorized to file a brief in the case.

The association is asked to instruct the traffic committee to prepare a brief statement outlining the undesirable phases of re-assignment abuses growing out of the handling of transit cars and the resultant car detention, and that such statement be submitted to various retail lumber dealers' associations for their information.

It was resolved that the association opposes the elimination of the weather rule of the national code of demurrage rules and that the secretary be instructed to advise the car demurrage and storage committee of the National Industrial Traffic League of this attitude with the request that the opposition as stated be noted.

The association recognizes the able manner, sound judgment and wise foresight of its retiring president, R. H. Dowman, in providing to the government means for prompt and adequate supply of lumber for all war necessities, and extends to him its sincere appreciation of his services to the government and itself, without which the war demands on the industry could not have been met.

The following resolution expresses the association's attitude on the matter of minimum weight for cars:

That the National Lumber Manufacturers' Association petition the Interstate Commerce Commission to hold a single hearing at Chicago in order 19128, and that the traffic committee be authorized to take all necessary steps to present the case of the lumbermen to the commission; that the lumbermen are opposed to the method of varying minimum according to the cubical capacity of cars and favor a freight minimum of, for example, 34,000 pounds for cars under thirty-six feet long and 40,000 pounds for cars thirty-six feet long and over, provided that actual weights shall govern when cars are loaded to their full visible capacity and that the minimum applicable to the size cars referred shall be protected in the event of cars of larger size being furnished by the carriers. The term "full visible capacity" should be defined and incorporated in tariffs.

Support is to be extended to the Red Cross and to the Tenth and Twentieth U. S. Engineers.

A resolution urges carriers to accept the principle that lumber does not usually change in weight in transit, and the initial weight should govern except where reweighing shows a palpable error. Carriers in southwestern and western trunk line territory should become parties to the national code of weighing rules, whereby it becomes incumbent upon them to notify shippers of changes in weights enroute as per the Interstate Commerce Commission's findings in 28 E. C. C. 7, thus affording shippers an opportunity to have cars re-weighed if desired. The traffic committee was given full authority to oppose the proposed weighing rules and have the above adopted by the carriers.

On the subject of car stakes and the bulkheading of lumber it was resolved:

That the National Lumber Manufacturers' Association approves of the action of the traffic committee in authorizing its attorney to protest against Applications 2751-2752-2753, filed by Agent Powe in behalf of southeastern lines, requesting permission to reduce the existing damage allowance for car stakes from 500 to 200 pounds, it being the opinion of the lumbermen that the present allowance is inadequate, and further, that such applications if granted would soon be made applicable throughout the entire lumber producing territory.

That with respect to the proposed plan of bulkheading lumber loaded on open cars, submitted by the leading rules committee of the Master Car Builders' Association, it is the position of the transportation committee that such cooperation as has been or will be given the railroads is offered only to the end that the carriers acquire a clear conception of practical conditions surrounding the loading of lumber at the lumber manufacturing plants, so that the carriers may thereby refrain from establishing rules impossible of execution or involving unnecessary costs;

such cooperation in no means to be construed as approving of any plan submitted to the carriers.

That the committee approves of the method of loading a trailer by its tractor, R. I. & P. 26014, loaded under the air press of the Interstate Commerce Commission of the Master Car Builders' Association and the Southern Pine Association, and that the committee do not believe that the method of loading is adequate to prevent shifting of load or excessive damage of the contents during and until such method is proved to be satisfactory. We do not oppose the plan proposed by the carrier in its entirety.

The chairman was authorized to take such steps as will tend to prevent the proposed bulkheading system being enforced until adequate facilities are provided, with a view to the least cost of until the method of loading is satisfactory, with the Southern Pine Association be proved in detail.

Another resolution placed the association on record as not opposed to any increase in freight rates which, on investigation, the Federal authorities may deem necessary or proper to allow the carriers, but that any such advances in the lumber rates should be made on cents per hundred pounds uniformly throughout the country and not only percentage basis in order that present commercial relations between the various producing territories be maintained; and that in determining the measure of the advance to be borne by the lumbermen the government should bear in mind the present inordinately high yield to the carriers of the lumber tonnage as compared with all traffic and as contrasted with specific commodities, and that before determining upon the measure of such advance to be granted a hearing be had to which the lumbermen be permitted to demonstrate their relatively high burden of transportation costs. If such increases be allowed because of abnormal conditions confronting the carriers, such increases should be made in a manner to permit of ready renewal when existing abnormal conditions cease; that any increases made effective subsequent to January 1, 1918, be included as a part of the proposed general advance in lumber rates, and that any applications for increases now pending be cancelled or embraced as a part of the proposed general advances.

Election of Officers

The new board of directors proceeded with the election of officers for the following year with the choice shown below:

PRESIDENT—J. H. Kirby, Houston, Tex.

FIRST VICE-PRESIDENT—J. W. Blodgett, Grand Rapids, Mich.

SECOND VICE-PRESIDENT—J. H. Blodet, Seattle, Wash.

TREASURER—C. H. Worcester, Chicago, Ill.

ACTING SECRETARY—John Lind, Chicago, Ill.

The report on terms of sale was submitted by Edward Hines, to the effect that they be cash in sixty days, as in the past, with discount for cash in fifteen days. But it was recommended that the discount be one per cent instead of two. The advance in the price of lumber, over what the price was until recently, makes the actual cash in a one per cent discount nearly as much as it formerly was at two per cent. There was discussion of the question whether the time should be counted from the date of the invoice or from the date of delivery. It was thought that fifteen days from the date of invoice was about equivalent, on average shipments, to five days after delivery. The meeting made no decision of that matter, and the report stood as a recommendation. The discussion brought advocates of trade acceptances to their feet, and the debate bid fair to enter the broad field of banking and general finance, but by a sort of mutual consent the discussion came to a close without action being taken to commit the association to any particular policy along that line. The report of the committee on terms of sale was adopted.

Government Relations Mass Meeting

The program of the regular meeting ended with the session of Tuesday afternoon; but the liveliest session of all came on Wednesday when the members of the association met in a sort of mass meeting to consider the war relations of the association with the government. W. H. Sullivan was chosen as chairman of the meeting.

The session opened with a report by John H. Kirby of his recent work in Washington where he went as a special committee to lay before the proper officials of the government the objections of the Southern Pine Association to the proposal or threat that the government was about to fix the price at which the manufacturers of lumber should sell their product to private parties. The threat

that such action was impending caused the Southern lumbermen to quiet, and earnest action. It was considered of sufficient importance to lay before a mass meeting of the delegates to the National association's meeting, and it was formally placed before the meeting when Mr. Kirby presented his report, which is given below with very slight abridgment:

The demand for an agreement between the government and the producers of yellow pine lumber being a price on such lumber and covering not only government purchases but sales to the public or to the trade, did not originate with the lumber committee of the Council of National Defense but is said to have come from a source higher up which was not definitely disclosed to me.

My discussion of the subject was almost exclusively with Mr. Edgar of the lumber committee and covered a period of three days, May 7, 8 and 9.

I represented that as far as known the manufacturers of yellow pine wood are not in a position to give in so far as it applied to commercial or non-government sales, for a number of reasons and among them the following:

The average price of lumber compared to its present high cost is not high and there has been no profiteering.

Since government orders were being given priority and dispatch and would so continue, it could not be contended that the government was unable to obtain the supplies it needs or seeks at prices it fixes, notwithstanding that price is lower than the market price.

A price to the public would be violative of the Bill of Rights. If the price fixed by the government were below the market price the effect would be to take the property of the seller and bestow it upon the buyer, or if the price fixed was above the market price, then it would be taking the property of the buyer and bestowing it upon the seller.

Since there is no profiteering, there is no abuse of the consumer and no public interest could be subserved by fixing a price on lumber as a commodity but, on the contrary, it would take the heart out of the whole industry and greatly embarrass lumber production.

On the first proposition I recited and filed with the lumber committee the record of my company from the year 1913 to the quarter ending March 31, 1918. In the year 1913 the income of my company from lumber sales was 7.48% on the net capital invested. In the year 1917, with substantially the same capital invested, the return was 2.68%.

The average price realized in the year 1913 was \$16.56 per thousand feet while the average price realized for the three months ending March 31, 1918, was \$25.86.

The average cost of the product in the year 1913 was \$14.33, while the average cost of the product in the three months period ending March 31, 1918, was \$22.23.

I am unalterably opposed to any effort on the part of the Government to fix prices to the public for the reasons stated, but more than all for the reason that it violates the Bill of Rights. The government is entirely without the power to do such a thing. The fifth amendment to the constitution, known as Article 5 of the Bill of Rights, expressly provides that "no person shall be deprived of life, liberty or property without due process of law, nor shall private property be taken for public use without just compensation." Private property can be taken for public use only.

It is conceded that the government has the power to take the citizen's property for governmental use by paying just compensation, but the government is absolutely forbidden to take the citizen's property for private use regardless of the compensation which may be offered.

I am willing and you are willing that the government shall take our mills, trees, railroads, everything we own, if the government has need of such things, and we will not cavil about the price, but when the government seeks to take our property and bestow it upon another or take another's property and bestow it upon us, the government seeks to perform an act forbidden under the constitution and such act should not be tolerated at any time, under any circumstances, or under any conditions by any patriotic American who loves the constitution or values his liberty. We should oppose such act not so much because it may impose a loss of property of the citizen but because it violates the constitution and imperils the very existence of the government itself.

We must keep in mind that there are two kinds of laws in this republic: Organic or constitutional law, made by direct act of the people or of the states; and statutory laws enacted by the people's representatives. The constitution is a contract of all the people with each individual citizen by which he is protected in his personal rights. The spirit of '76, giving its expression in the Declaration of Independence, held that the citizen was endowed with certain inalienable rights. These our forefathers sought to forever guarantee under a written constitution. We, their descendants, would be recreant to our duties as citizens and would commit treason against posterity and the people if we permitted the tendencies of this hour to lay a random hand upon that sacred document.

Our forefathers knew the political history of all the nations of the earth. They knew that an autocracy was a form of government where all of the people might be property owners, but where a few people exercise all political authority; that a despotism was a form of government where a few people owned everything; that a socialism is a scheme of government where no man owns anything. The government they created under the constitution differed from all these. They created a democracy,

a government of the people, by the people, and for the people under a written instrument which is the bulwark of our liberty. Its underlying principle is the Bill of Rights. In our religion we teach that a sin against the Holy Ghost will not be pardoned even by a God of love. In our politics we hold that a crime against the Bill of Rights is treason.

Liberty is too sacred an heritage to be dealt with lightly. The Anglo-Saxon race has been its foremost advocate. In blood and tears they wrung from King John the Magna Charta, and after eight years of suffering and sacrifice they wrung from King George the power to enforce the Bill of Rights.

The " blessings of liberty " are vitalized in the Bill of Rights. It is the Bill of Rights which the socialists in this country desire to destroy. They have no sympathy with the government created under that constitution and no respect for any government instituted for the preservation of life and liberty and property. The Bill of Rights was instituted for the purpose of protecting the citizen in the enjoyment of his inalienable rights. The government was instituted as an instrument in the hands of the citizen for the promotion of his happiness. It was a creature of the citizen and his servant. The socialists believe that the citizen is a creature of the government and that the citizen should have no rights of which the government may not at its will despoil him. If we yield to the demand of the socialists and the near-socialists in this country and permit a deviation from the lines laid down in the constitution and permit open and palpable violation of the constitution, the effect will be to destroy this government and Mexicanize our people.

Discussion of Price Fixing

Mr. Kirby's report elicited a lively and prolonged discussion which continued till late in the afternoon. His views were criticized by some, but were indorsed by most, and in the end a resolution was adopted to send a committee to Washington with full power to act, but with the knowledge that the association opposes the proposition of fixing prices for the private buyer to pay for lumber; yet if an occasion should arise in which it becomes necessary that such prices be fixed, in order to win the war, then the association will abide by the decision of the government as to what those prices shall be.

However, that resolution was not carried until a number of persons had spoken on the subject, both for and against the views expressed by Mr. Kirby.

R. A. Loug was not in favor of taking any action that could be construed as opposition to the government while it is carrying the enormous weight and responsibility of the war. Mr. Long did not say that the proposition to fix prices at which the manufacturers shall sell their lumber to private consumers met his approval. In fact, he made it clear that he did not approve it, and that he would fight it if it stood alone as a separate issue, but he based whatever support he gave the plan on the ground that "My country, my she ever be right; but right or wrong, my country," while the stress of this war was upon her; that lumbermen should suffer injustice temporarily if necessary in order that the greater good might be the more speedily attained, and the Hun be put out of business so thoroughly that he will never again trouble the world. "After we have flown our flag over Berlin," exclaimed Mr. Long, "we will come back, and then we can rearrange any dislocation of our rights and liberties that have suffered because we suspended the constitution long enough to do a thing that had to be done in order to win the war."

Charles S. Keith upheld the view advanced in Mr. Kirby's report that we were playing with fire when we begin to violate our constitution and the Bill of Rights.

R. H. Downman advised that a middle course be followed, and that efforts be directed toward reaching an understanding with the government so that the controversy will not lead to antagonism and opposition. He believed that the proposal to fix lumber prices in sales to private parties had come from complaints by private parties that they were compelled to pay much higher prices for lumber than the government was paying. These complaints having reached the ears of high officials, raised suspicions that there was profiteering in lumber; hence the proposal to fix prices for private buyers.

The question of cost finding came up. It will be desirable to show the government that the prices charged to private buyers are not unreasonable in view of the high cost of the product, though the government may be buying considerably cheaper and consequently more nearly at actual cost. Mr. Keith presented figures

which he had collected to show the cost of lumber. The purpose in presenting the figures was to show that figures are available to prove beyond doubt that prices charged private buyers are reasonable.

Victor M. Scanlon of Mississippi, L. C. Boche of Kansas City, T. J. Bradley of Brook Hazel, Miss., and others took part in the debate. A conclusion was finally reached when a resolution was passed to appoint the whole board of directors as a committee to go to Washington in June when the proposed new prices for private consumers will come up for action.

Two United States army officers addressed the meeting on the

subject of lumber. One of the speakers stated that the lumber was sold at a price of 10 cents per board foot, a price which was not fair to the lumberman. He stated that the lumberman had to pay for the cost of the lumber, the cost of the exchange, and the cost of the transportation. He stated that the lumberman had to pay for the cost of the lumber, the cost of the exchange, and the cost of the transportation. He stated that the lumberman had to pay for the cost of the lumber, the cost of the exchange, and the cost of the transportation.

The meeting was held at the Chamber of Commerce building, May 25, 1915, and was presided over by J. D. Allen, Jr.



Memphis Adopts New Sales Terms



Lumber will, in future, be sold for cash on terms nearest equivalent by members of the Lumbermen's Club of Memphis as a result of the action of that organization at its 10th annual monthly meeting, in adopting by unanimous vote the following part of the law and instance committee covering the trade practices and uniform terms of sale for lumber:

We recommend the adoption of the following terms: A membership of the Lumbermen's Club of Memphis shall be open to all who, as possible, the membership is requested individually to apply for same.

Two per cent. discount allowed on the invoice for net amount is permitted on receipt of invoice, and one per cent. discount or acceptance for net amount due, but not to exceed one per cent. discount allowed on freight, which, if the invoice is not paid on present existing rate of freight, any additional freight charges to be paid by the buyer.

We also recommend that the Lumbermen's Club of Memphis take this matter up with other lumbermen's clubs, with the American Hardwood Manufacturers' Association, Southern Pine Association, Hardwood Manufacturers' Association and National Hardwood Lumber Association, and ask their cooperation in making these terms universal.

The committee, in prefacing its report, said that it had found, upon investigation, that practically all materials "classified as construction materials," except lumber, are being sold for cash and that it had likewise found a tendency on the part of lumbermen to place the lumber industry on the same basis of settlement as steel, lime, iron, cement, etc., "for the reason that in the manufacture and sale of lumber a large percentage of its value is represented in a cash outlay: First, in the cost of stumpage; second, in the cost of cutting down, hauling and delivering the timber at the mill; third, in the cost of manufacture of the lumber and placing it on the yards, and, fourth, in loading it on cars." It further declared that "each of these items requires a cash outlay and there is no good reason why lumber should not be sold for cash." Continuing it said:

"For the past ten years buyers have dictated both terms and prices, but the time has now come when the lumberman should make his own terms as well as prices; and these terms should be the terms adopted by the lumberman generally, so far as possible. We find that quite a number of members of the Lumbermen's Club of Memphis have already adopted practically each term, and, while at first most of the buyers raised some question and objection about the date from which the discount should be allowed, and some buyers objected to the terms, as a whole the terms have been accepted with very little objection. And we believe that, as they generally come into use, the objection to fixed terms of payment will become less and less until they are finally accepted without objection or protest.

Col. S. B. Anderson of the Anderson-Tully Company spoke strongly in favor of adopting the recommendations of the committee, saying that, if the Lumbermen's Club of Memphis blazed the way, other similar organizations would follow and that the time would be materially hastened when the trade acceptance and uniform terms of sale would be adopted by the entire hardwood trade of the country.

The club is very much interested in the trade acceptance and desires further information in regard to its use, its functions and its advantages. It therefore instructed the secretary to arrange with the National Trade Acceptance Association to send a speaker

to Memphis to give a course of lectures on the subject of trade acceptance to the next meeting of the club.

The local committee reported that the employment of lumbermen in the lumber trade had been found to be in a declining position in the lumber trade for the past few years. It reported that the lumber trade had been in a declining position for the past few years. It reported that the lumber trade had been in a declining position for the past few years. It reported that the lumber trade had been in a declining position for the past few years.

J. D. Allen, Jr., was elected director from the Lumbermen's Club in the Chamber of Commerce building, for the ensuing year.

President McSwain appointed a large delegation to attend the waterways convention at St. Louis, May 11-15, and in urging the appointees to go, he declared that the question of developing and using the inland waterways of the country was one of the most pressing matters before the lumber industry of the country because of the handicap under which the railroads are laboring as a result of insufficient cars and motive power.

Six new members were elected as follows: J. C. Steele, L. M. Darnell & Sons Company, Memphis; W. A. Milton Smith and William N. Coulson, Coulson Lumber Company, Memphis; J. C. Johnstone, Thano Lumber Company, Arkansas City, Ark.; Maurice Welsh, Welsh Lumber Company, Memphis, and S. L. Harlow, Dudley Lumber Company, Inc., Memphis. Three applications for membership were filed with the proper committee. The membership is now nearing 200.

Dues of active members were, by unanimous vote, increased to \$20 per annum and those of associate to \$12.50.

Members of the club were invited by John M. Pritelard to attend the luncheon of the American Hardwood Manufacturers at the Hotel Chisena next Saturday, May 25, on the occasion of the semi-annual of that body. The club accepted this invitation and for this reason deferred its next meeting until June 1.

Treenail Cost Advances

The cost of locust suitable for treenails has advanced, as was to have been expected. There was little demand for this material before the war, and now the demand is so far ahead of the supply that live oak and some other woods are being substituted for it. Locust that sold for posts before the war at an equivalent of five dollars a cord, now sells at from five to fifteen dollars, the advance in the higher figure being 300 per cent. Only large and clear locust trunks are suitable for tree nails, and some locust still goes to posts at the old price. It may be expected that the present demand will nearly deplete the available treenail stock of this wood in the country; for the price is sufficient to bring trees out of remote places. The range where locust grows is rather small, lying chiefly among the mountain ranges south of Pennsylvania and north of Georgia.



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MEMPHIS

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Letters from Panel Boss

Hen Gets Acquainted with His New Job and Other Things

June 24, 1917.

Dear Jim,

I been on this job a month and it's all hunkadory. Wood have ritten sooner but this town is clos to Chicago and I been there every sat an sun for three weeks. Wood be there today only it rained like billybedamed and there woodent be no fun trapsin around in the rain. The first sat Phil Johnson ast me how wood I like to look em over in Chi. Phil is boss finisher and a good scout. We put on our best duds and hit the burg at 1/2 past 6. Some place. Me and Phil was going down the street when we met two skirts and Phil says hello, hows sisters tonite? They lafed and sed they was fine and how was we. Phil sed we was happy but lonsom and we wisht we had some company to eats. They lafed some more and sed they wood be company. So we went to a place that might a been a cellar once, but now its all fixed up fine and lit up better than a church at Xmas.

The girls sure was classy under the brite lites. One was dark and the other lite. I cottoned to the blond. Both had on powder, but a woman woodent be drest now days if she dident doll up her face a little. The lite one had it put on so prety and even that I wanted to ast if she used a spray machine. The other one was prety, but it must a been a little dark in her room caws



her stuff showed up heavier on one side than the other and was sort a streeked. Her face made me think a little of a couple a bad matched face oak veneers.

We sat around the eats for near 2 hours and saw a reglar voodvil show. Then the girls wants to go where theres dancing. So we went out and climed in a taxi that made me think of a big yellow bumble bee and the girls sed to go to the green mill. That sure is some place, and we had a grate time. We danced until 1 a clock sun morn. Then we took the girls home in a bumble bee. They live together and work at Racys. We made a date for the next sat and then I ast the little blond to meet me alone last sat. She did and we went to a show insted of a dance and then to a little dinner by ourselfs. When nite school opens Im goin even if I am 26. Sue, thats the girl, says that theres no limit to how far a feller like me can go if he gits some egication. She sure has me going. I like her and if she wants to git out of that store and be took care of by a veneer room boss she can have the job any time.

Well Jim, mabe youd like to hear less about a girl and more about my new job. Its a good one. Theres work and responsibility and lots of chance. We have about all kinds of veneers and I have to see that they are matched proper and that the panels are made right. The supt is all right only hes all the time harping about keeping down waste. The first day he told me how every thing was costing so much and how hard it was to get good poplar cross banding and chestnut core



WE TOOK THE GIRL HOME IN A BUMBLE BEE

stock. And if he sees a little glue around the spreader or cookers he sort of jumps on me and tells me that glue costs around 38 cents a pound and I must be careful. Its a lucky thing he was not round early the mon after I went to Chi the first time. That was blue mon right. The guy that named blue mon must a had his trubels, but I bet he never was the first to step into a glue room like ours was that day. If hed been the one to let the first whif of air out of our place that mon morn hed never named anything caws at first breath hed put his fist to his mouth and nose in vane effort to stop his insides from turning over.

A glue room has no viallet smell any time, but that morn it wood put a cespol sent to rout in jig time. Bill Edwards has to look after cleaning out the spreader and heaters, but I guess he must a been in a hurry to get some place that sat p. m. becaws he forgot to clean up. Sat nite was warm and sun was warmer and the glue room was tight closed. Now glue that is left standing is supposed to lose its strength, and it does so far as sticking is concerned, but if that glue we had was left standing another 24 hours it woodent a stood at all.

It wood a picked up the spreader and cookers and gone on a parade. Strong is no name for it and a feller has to go through the xperence to understand it.

I never said a word to Bill for his short mind. The rest of the crew rode him plenty and sides I saw him make a couple a rushes to the wash room. So I figured hed likely not forget agin. After Bill got the old glue cleaned out and mixed with the fresh batch the night watchman had put to soak the night before the air weakened a little and we got the stuff we glued up sat off the

presses and by 10 was filling them up agin. Things went along as usual the rest of the day but it was cussed hot and we made a quick get away at night. But next day the gang kidded Bill worse than ever, caws Mike Gibbons who lives next door to Bill saw Bill's missus chase him to the woodshed to change his clothes before she let him have his supper.

Then everything went fine till the next mon. That's the bum day. They shot a lot of stuff from the machine and cabinet rooms becaws of blisters and loose veneers, and if you dug under the edges of the face much the whole veneer cood be peeled off. The supt fussed round like a wet hen. I checked up the work and found it was the stuff we had made up with the mixture of that glue we left standing over sun and fresh glue and wist we had dumped that decayed stuff in the sewer. Becaws I knew that stuff made all the trubel. But we glue fellers have to stick together so I sed nothing, but blamed poor glue generally and said wed have to mix with less water. Well we repaired the mess and let it go.

Well Jim, theres a lot of more I cood write, but this has to do this time caws I gotta write Sue a letter and cuss the weather and see if I can't date her up for next sat nite. Give my regards to Min. Hope the kids and she is well. Yourself to.

Your old frend,

Hen Flasch.

Some thought the furniture trade would go to the dogs on account of the war and the veneer trade suffer in consequence, but there is every indication now of its being the other way and of trade being unusually good all fall and winter.

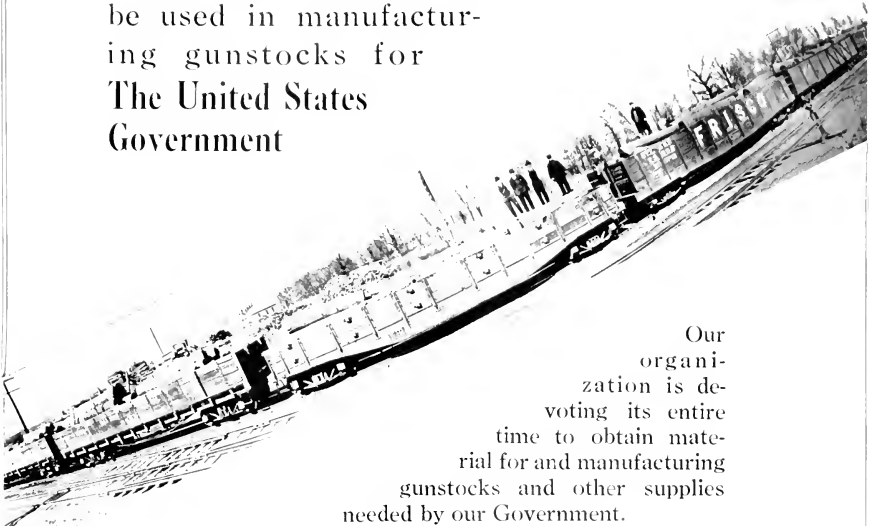


IN ANOTHER IN NIGHT THAT SUE WAS A BIT
THE OTHER DAY AND SUE



BILL'S WIFE WENT TO SEE'S WITH THE WAS MESSY

Train of Walnut logs arriving
at our plant, which are to
be used in manufactur-
ing gunstocks for
**The United States
Government**



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organization is de-
voting its entire
time to obtain mate-
rial for and manufacturing
gunstocks and other supplies
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You can assist in this patriotic work by
advising us of the location and owner of any
Walnut timber, and we will do our part.

PICKREL WALNUT CO., St. Louis, Mo.

Wood Carving in Switzerland

BY MARIE WIDMER

Editor's Note

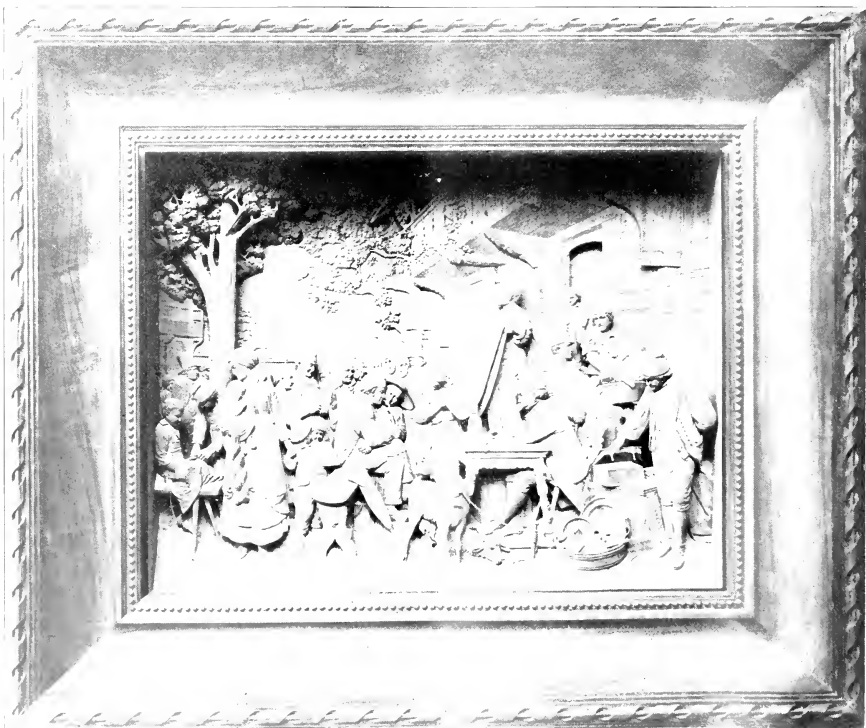
While the people of Switzerland are still resuming their pilgrimages abroad to come home, and although the finishing item does not seem to be the same as in the past, it is presented here as a valuable and one of the most refined possibilities of the art of the woodcarver.

THE ART OF WOODCARVING has for many centuries been cultivated in Switzerland to a certain degree, for what was more natural for a people who lived in the midst of the inspiring grandeur of Europe's paradise than to feel a keen desire to create and decorate objects which were pleasing to the eye.

At first the peasants of the mountainous regions tried their hand at woodcarving during the long winter months; it proved an agreeable pastime, and crude as many of their products were, they nevertheless found a ready market when the foreign visitors began to arrive in the

spring and summer. Alpine flowers and animals, also representations of chalets, were the first and natural subjects chosen and they were executed with rare realistic precision. With the gradual improvement in tools, the amateur carvers were able to turn out more difficult and more artistic objects and many a peasant whose meager dairy farm could hardly yield enough for the support of his family, began to resort to woodcarving as his principal occupation.

Woodcarving as a regular industry has had its seat in the Bernese Oberland since the early part of the last



SAMPLE OF SWISS WOOD CARVING. EVIDENTLY THE PEASANT'S HOUSEHOLD GOODS ARE BEING SOLD AT PUBLIC AUCTION. NOTE THE ENQUIRTE DETAIL. WOOD CARVING IS HERE TRULY AN ART

HUDDLESTON-MARSH MAHOGANY COMPANY

Importers and Manufacturers of
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century. At that time Christian Fischer, an exceptionally clever turner at Brienz, produced such wonderful objects in wood that his fame spread throughout the land. He was actually the first to realize the possibilities of woodcarving as a remunerative trade. He offered his advice to the amateur carvers of his district and even started to give systematic instructions to a number of novices. Thus he really laid the foundation stone to the now famous woodcarving school in Brienz.

The remarkable work of Christian Fischer was brought to the attention of the authorities, and both the federal and cantonal governments, as well as the village of Brienz and other neighboring communities, voted yearly subventions for the maintenance of a woodcarving school. The purpose of this establishment, which was founded in 1860, but which for the first twenty-four years was only a designing school, is to enable woodcarvers to acquire a thoroughly practical and scientific training in their profession. Various side courses offer an opportunity to pupils to specialize in any preferred branch.

For Swiss citizens the tuition is gratuitous. A registration fee of 10 francs is charged and the pupils are definitely enrolled after a probation of one month. Foreign students are also admitted, provided there is accommodation, but the yearly tuition fee is at least 50 francs. A considerable portion of the school materials is given to the young people free of charge. The apprenticeship for animal and ornamental carvers is three years and

for human figure sculptors four years. At the end of these respective terms the students have to pass a state examination. One of the most noteworthy features of the woodcarving school at Brienz is the small zoological park belonging to the institution wherein the students are enabled to make practical animal studies.

The products of the more advanced pupils are on sale in a special showroom. Exhibitions are arranged from time to time so as to acquaint the public with the general activity of the school. Besides a bewildering assortment of the well-known smaller souvenirs, among which there is, however, never a lack of ingenious novelties, we find exquisitely worked pieces of furniture, statues, groups, etc. There is a big firm in Brienz—E. Binder & Co.—whose name alone vouches for veritable products of art—all in wood. Their exportations extend all over the globe, and a big portion of the woodcarved articles, especially the crucifixes, which are sold in the mountains of Bavaria and the Tyrol, are manufactured in Brienz.

Brienz may well be called the wooden village. It is a small, peaceful community situated on the verdant shores of a transparent lake, at the foot of a glorious mountain height. The houses are nearly all in the picturesque Bernese Oberland chalet style; spacious old structures of wood, tanned by the sun of many summers. Blissful happiness dwells in this idyllic spot to whom the woodcarving industry has brought comparative pros-

perity, and the wood sculptors of Brienz think highly of their art. They study nature, humanity and animal life and are thus able to turn out products which are world famous for their marvelous likeness to nature. Wood-carving is no longer a handicraft; it has become an art and highly developed at that; but even the young people who have visited foreign academies and art schools return to their native village. There they settle down in a cozy chalet and carve in wood their aspirations and ideals as artists, and their very feelings as men.

Although Brienz is situated on the famous route from Interlaken to Lucerne, it is really not so well known as it deserves. Woodcarved articles are on sale throughout Switzerland and the average tourist who is pressed

for time does not indulge in what he considers as unnecessary stopovers. By not devoting at least a few hours to this most charming spot in the Bernese Oberland, where the life and artistic progress of a people is illustrated in big and numerous smaller exhibitions of carvings, he misses an opportunity to become acquainted with a phase of Swiss life which is not only enchanting on account of its picturesque surroundings, but which also furnishes a proof that the humble peasants who call this fairylike spot their homeland were endowed with artistic qualities a good many years before they directed their attention and time to anything except their farms, i. e., that beautiful surroundings awaken the artist in mankind.

Airplane Influence on Veneer Work

Necessity Compels Rapid Strides Ahead in Scientific Study and Practice

IT IS ALREADY EVIDENT that by the time we are through with the war and our great airplane program they will have had a decided influence on veneer work and veneer practices. The influence in the final analysis will be along lines of advancement. We will get new ideas and new information about cutting and using veneer which the trade would perhaps have been very slow to acquire, except through just such a stir-up as is being caused by the demands of the aircraft industry.

Meantime there will be lots of wrangles, of course, of cussing and discussing, and there will be arguments and counter-arguments, but when the storm is over and the air is cleared we will find that the industry has gained information that will prove of value, and that the influence of aircraft work on the veneer industry will prove beneficial largely through stimulating deeper technical inquiry and bringing out a lot more positive knowledge on points about which the industry had little more than vague notions. To be specific, one of the things about which we will be better informed when we get through with aircraft work is the strength of built-up work and of the different woods which enter into it. We will understand better the importance of straight grain where strength is required and perhaps have a little clearer understanding of the relationship of plies and thicknesses to ultimate strength.

Much of the aircraft work demands the greatest possible strength with the least possible weight, which means reducing the ply work to the lowest minimum in thickness while at the same time insuring the highest maximum of strength and dependability.

Here is a point that has been something of a hobby with the writer for years,—that of the strength of ply wood as compared to solid wood, and of rotary cut veneer as compared to thin sawed stock. It is easily demonstrated that most of our timber rotary cut veneer presents more stiffness, more resistance to bending than thin

sawed lumber or than sliced veneer. These demonstrations also plainly indicate greater strength in ply wood of a given thickness than could be obtained with solid wood.

The trouble with the whole thing, heretofore, has been lack of specific knowledge on these points. The writer has appealed to the industry to have a series of tests made by the Forest Service to get at more exact knowledge on points of this kind. These appeals have not heretofore met with very hearty response, mainly perhaps because in ordinary uses such tests and the development of a more exact knowledge did not seem necessary or to offer any practical advantages. The main use of veneer has been in furniture and cabinet work where no such exacting requirements in the matter of strength are involved as we are now finding in airplane work.

We have had tests in connection with boxes and box making and tests in connection with coopersage and baskets but these tests involve other factors than the mere determining of the comparative strength of different woods and different combinations. They have involved a consideration of shocks and strains more in relation to construction and joinery than to strength of the wooden parts themselves.

Now the airplane needs are beginning to bring out the importance of positive and exact knowledge not only of how to obtain the greatest strength in plywood with the smallest bulk and the least weight, but there is also included an urgent necessity for the study of drying methods, gluing methods and finishes with a view to insuring safety and protection under radical changes of temperature and moisture conditions.

But why, you may ask, must we go into all of this for the benefit of veneer and panel industry as a whole, and after all of what benefit will it be?

There are a dozen or more answers to this, and one encounters them everywhere in the industry. One of the answers is found indirectly when we go into a panel

plant and find thin airplane plywood being made under specifications which call for poplar centers and mahogany faces. These are called for because those writing the specifications know that mahogany, when well seasoned and properly finished, will stand up against changing temperatures and moisture conditions. They are not sure about other woods aside from mahogany and walnut, consequently they specify mahogany. Now, if we can develop information that will show that under proper treatment red gum, birch or any other native wood can be made to stand up the same way and give satisfactory results it certainly means something worth while to the veneer industry.

Here we get an indication not only of the benefits that may come from positive knowledge of strength, but it is also a part of the answer to the question of benefits that will come from a more thorough knowledge of drying and seasoning methods, of gluing and of filling and finishing.

While no one will feel inclined to question the qualities of either mahogany or walnut for airplane work, all who are familiar with the woods and the industry realize that the supply of these woods is limited and that other woods are of a necessity going to be required. The sooner we know more about the other woods in a positive way of their adaptability for the different classes of airplane service the better it will be for the veneer industry as well as for the airplane program.

The thing in mind here at the present time is not so much what may be developed in the way of beneficial results in using native woods for airplane work, and doing airplane work generally, as what benefits may result to the veneer and panel industry as a whole through the influence of the aircraft work. That aircraft work will have a deep and more or less wide-spread influence is plainly evident. The veneer industry will not be as it was before, but when it is all over we will find that a great step forward has been made and that out of it all great improvement has come.

For one thing we will learn to draw much finer distinctions as to thin veneer and thin built-up work. Heretofore there has been much complaining about thin face veneer. It started when we reduced from 1 16 to 1 20, and we heard from it again when we reduced from 1 20 to 1 28, yet today we have some airplane veneer reduced to 1 45, and three-ply work which must finish to 1 16 of an inch. This is cutting it much finer than was dreamed of a few years ago. It will likely mean that in the future we may not only use thinner face veneer, thus spreading the fancy wood out over more surface, but we will likely also use much thinner ply work for panels of many kinds; work that will probably be more carefully and scientifically put up and in which half the weight and quantity of wood will render more satisfactory service than was obtained with the heavier wood work previously. This is one line of possible influence and development, a line that is just as logical, too, as was the passing from the old thick, solid woodwork and

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panels of pioneer days to the thinner plywood as we have it today.

Though we feel that we have already learned quite a lot about drying and redrying, this work will undoubtedly be carried to a higher degree of perfection and since most of the final satisfaction with veneer work, and its freedom from defects developing in the face, depends upon proper seasoning, it is easy to understand the benefits which will result here.

Glue work is showing progress too. This progress will perhaps include two lines; the development of new glue substances and a better understanding and more positive knowledge of how to obtain the best results in using glue. Some idea of the convincing influence here can be had from a statement made by an experienced glue man called into inspection service who said that heretofore he had always had doubts about waterproof glue. Now, he says, he is convinced that there is such an animal.

We will not only make development in waterproofing glue substances, but we cannot avoid progress in treating or finishing the woodwork itself to insure protection against changes in moisture and temperature. Indeed, the indications are we are learning to both waterproof and fireproof at a rapid rate, and this will help.

It is impossible to predict the full breadth or extent of the possible influence of aircraft work on the veneer and panel industry as a whole. It is evident already that it will lead to the development of much more positive

knowledge and more exact practices and enlightenment and improvement generally. Not all of the new ideas developed will be of material value in the main lines of veneer and panel work, but none of them will do harm, and many of them will be of decided help.

Finally it may be said that the man who does not hook up to and become interested in airplane work and its influence on the veneer trade is likely to miss some good progressive ideas that may be worth something to his business in the future.

The Veneer Situation in England

The veneer business in America is indirectly affected by the situation in England because of the export trade which we carry on or should carry on across the sea. For that reason the following resume of the veneer or plywood situation in England will be of interest to the trade in this country. The quotation is from the London Timber News of April 27:

The market for this wood continues fairly good, although there is now not very much in the market. Trade is practically confined to government orders, and for this kind of work only the better qualities are in request. It is quite possible that as time goes on there will spring up an even stronger demand for plywood, owing to the condition now ruling in Russia and Finland.

The position as regards these two countries is most difficult to define at the present moment. The manufacture over there of plywood will certainly be of a most restrictive character for some time to come. Many of the mills have already stopped working, and others are apparently on the point of giving up the business owing to the disturbed state of the labor market. Prices may take another upward turn in the future for this and other reasons, such as the greatly increased charges for forwarding goods overland.

There appears to be no end to the demand of forwarding agents. All these changes have, of course, to be tacked on to the cost of the wood. They are beginning now to represent a very considerable percentage of the cost. The question now arises as to what is going to be done in the way of plywood during the summer and autumn. A certain quantity of the wood may be already manufactured, though, as to the quantity that will actually be available for shipment this season from Russia and Finland, it is impossible to say yet awhile, as so much depends upon the facilities given for forwarding the goods.

Merchants on this side are continually making inquiries for fresh stock, but it seems extremely doubtful if the government will allow much more plywood to come into the market. Extensive purchases are being made in America, and coupled with what is being turned out in England, they may think they will have sufficient, though that is extremely doubtful after taking into consideration what Russia and Finland have produced hitherto.

Will Boy Scouts Boost Walnut Values?

The proclamation of President Wilson calling on Boy Scouts to report and tabulate stands of black walnut and endeavor to ascertain possible selling prices seems an excellent way of getting in touch with prospective supplies. But, on the other hand, it rather promises to have an unfavorable effect upon prices demanded. Generally speaking, holders of walnut stumpage are fairly conversant with log values and in talking with professional log buyers regarding prospective sale of their holdings, can readily come to an agreeable basis of price understanding.

On the other hand, a national effort to approach these holders through inexperienced Boy Scouts will undoubtedly in many cases lead to rather excessive quotations. Of course, the walnut people do not have to buy at exorbitant figures, but nevertheless the price set by the man who quotes high figures because he knows the Boy Scout is inexperienced rather establishes his figure against which the walnut man must play before purchasing, with the probability that he must pay a higher price than would have been agreed upon had he purchased direct through his own log buyer.

The result would quite probably be still further increased by the already exorbitant cost of walnut logs with further additions to the cost of the product of the logs as a logical sequence.

Occurrences at Washington Interesting to Lumbermen

Personal Mention and the Activities of Various Boards and Committees

In legislative lines, it is said by members of Congress that the government timber commencing bill has been killed in the house committee on military affairs by the opposition of southern interests.

Representative McArthur of Oregon has introduced a bill to prevent interstate commerce in timber products in the manufacture of which labor has been permitted to work over eight hours a day.

The housing bill authorizing the expenditure of \$6,000,000 for housing war workers and government employes has gone through both houses of Congress in final form and at last reports awaits the approval of the president. Under this bill the president will have the housing authority, which he will delegate to the secretary of labor. The latter must go back to Congress with detailed estimates for the actual appropriations for housing operations before actual construction can be carried on. Contracts must be awarded to the lowest responsible bidder.

The Senate recently passed a bill authorizing the consolidation of national forest lands by exchanging the government owned land for private owned land within the forests.

A bill has been introduced by Representative Slomp of Virginia authorizing the W. M. Ritter Lumber Company to construct bridges across the branches and tributaries in Buchanan and Dickenson counties, Virginia.

A report on wages and hours of labor in the lumber, millwork and furniture industries has just been published as Bulletin No. 225 by the Bureau of Labor Statistics. This report is based on information from representative establishments throughout the country covering the year 1915, together with comparable figures for 1913 and summary figures for each year from 1907 to 1915 taken from previous reports of the bureau.

The lumber industry was much depressed in 1915. The average rate of wages per hour of sawmill employes, which has steadily advanced from 1910 to 1913, was nine per cent lower in 1915 than in 1913, and as there was practically no change in the average full-time hours worked per week, the average weekly earnings were also about nine per cent lower than in 1913.

Oak will be needed in building freight cars for the government. The wood will be used for brake steps and for other purposes. Lumber will be used in most of the 100,000 freight cars for which orders have been placed. The specifications have been very carefully prepared and checked and rechecked in the forest products section of the central purchasing bureau of the railroad administration. The car builders send their memoranda of material needed to the director of lumber, who distributes it among the several emergency bureaus. The latter will allocate the orders among the mills, where the railroad administration will follow up the matter, its car section furnishing the cars, its inland transportation division attending to the routing and movement, and the forest products section seeing to it that the material is not shipped all of one kind together regardless of the immediate needs of the builders.

Extensive construction operations by the government are planned for the coming fiscal year, some authorities say heavier even than during the first year of the war. Besides enormous terminals, wharves, docks, storage houses and railroad construction, etc., appropriations of \$187,000,000 for barracks and quarters, including army camps, are now being asked of congress. It is reported that fifty-eight camps are to be built in France and some new ones in this country, besides converting all the national guard tent camps into wooden cities and enlarging practically all of the army camps and cantonments except possibly at Charlotte, N. C., and Deming, N. M.

R. F. Dulwiler and J. M. Pirschel, fireproof manufacturers, came here recently expecting to meet representatives of the vehicle manufacturers having government contracts, but the latter did not come. There is said to be no development in the controversy between these interests over the price of hardwood vehicle stock,

although W. M. Ritter has tried to bring about an agreement. The Northern Hardwood bureau has withdrawn vehicle stock price. It quoted some months ago.

The ordnance department has contracted for 250,000 gunstocks of laminated walnut, a type that has been approved by the government experts after severe tests. Capt. Nelson Bump of the ordnance corps is in charge of the matter. Sample laminated gunstocks were boiled for a whole day and then proved not to have changed in measurement to the slightest degree. Tests for breaking, pressure, pulling, etc., were also made. The first lot of laminated stocks will be made from material rejected by the government for solid stocks.

According to Gutzon Borglum, who started the aircraft scandal, M. A. Mox of the Dodge company, who made charges against Borglum, was much interested in laminated wood and received a big government contract for such material. Borglum says that he himself "embossed laminated wood construction for its durability, simplicity and speed in construction."

The Borglum charges are to be investigated by the senate committee on military affairs, while the general airplane scandal is being investigated by the department of justice, where Charles E. Hughes, former insurance prober, governor of New York, supreme court judge and presidential candidate, has been engaged as special counsel in the work.

According to Senator Thomas of Colorado there has been a giant combine formed to control aircraft patents and government contracts. It is being done through the Manufacturers' Aircraft Association, he says, which has a system of cross licenses to accomplish the purpose indicated. The senator says that the Curtiss, Burgess and Wright Martin aircraft manufacturing interests have combined.

Archer A. Landon, president of the American Radiator Company, Buffalo, N. Y., has been appointed by John D. Ryan, director of aircraft production, to be in charge of the production division of the re-organized aircraft branch of the government.

A wooden ship per day is the recent record made in the government building program. The delivery of wooden ships to the government has been delayed by failure to obtain promptly the necessary boilers, engines and machinery, but it is claimed that this is being remedied.

On the west coast a pneumatic caulking machine has been developed and is in great demand among wooden shipbuilders. It does the work of ten men, according to official reports. It works like the pneumatic drill, hammer and riveter of which Chairman Hurley of the shipping board was inventor, it is said.

A new division of housing and transportation has been created in the shipping board organization and placed in charge of A. Merritt Taylor, with J. R. Flannery and G. T. Seely as assistants.

The Southern Pine Emergency Bureau is scheduled to be over six months ahead in its deliveries of wooden ship schedules, which will be completed in June instead of December, as required, it is expected.

The Southern Commercial Congress is sending south a committee composed of Gen. Julian S. Carr and C. J. Owens to urge cooperation among lumbermen, shipbuilders, capital, labor, commercial organizations, transportation interests, and the like to speed up the ship-building program.

A feature of the month in connection with the lumber industry and its relations with the government has been the organization of the National Bureau of Wholesale Lumber Distributors with the following officers:

President, L. A. McClain, Jr., The Germania Company, Pittsburg, Pa.; first vice-president, Robert R. Sizer, Robert R. Sizer & Co., New York; second vice-president, George T. McKee, George T. McKee Lumber Company, Chicago; third vice-president, Dwight Hinckley, Dwight Hinckley Lumber Company, Cincinnati; fourth vice-president, R. B. Ross, R. B. Ross & Parson, Philadelphia, Pa.; executive committee: Bernard E. Tinn, Wash-

Lumber Company, New York; John B. Montgomery, American Lumber & Manufacturing Company, Pittsburgh, Pa.; Thomas E. Coale, Thomas E. Coale Lumber Company, Philadelphia, Pa.; L. F. Driver, L. F. Driver Lumber Company, Thomasville, Ga.; George T. Mickle, George T. Mickle Lumber Company, Chicago, Ill.

It is stated that many applications are being received for membership in the bureau. The bureau was organized for the purpose of fighting the plan for the government to fix lumber prices to the public, to assist the government, and to obtain such business as can be obtained in the line of car material and other lumber needed by the government.

There are wide differences of opinion among lumbermen over this project. Some think that the object of it, which is to prevent interference with government requirements by commercial orders, can be prevented by a hard and fast railroad embargo order excluding commercial orders from shipment, such an order as has been issued applying to the North and East not long ago. Others regard such a plan as impracticable.

Manufacturers, some of them, favor the Edgar plan as a stabilizer of prices. Along with it would go, it is expected, an increase in the price paid by the government for lumber. Wholesalers bitterly oppose the plan as a measure that will kill their business.

Retail lumber dealers have been conferring with a special committee representing the army, navy, shipping board and trade commission, sitting with Director Edgar, regarding an application for higher government prices to retailers for material taken from the latter's yards for emergency war work.

Of interest to the hardwood trade, it is believed, is the action of the president recently in taking over control of the farm vehicle, implement, machinery, tool and equipment industry. Importers, dealers, manufacturers and distributors of these articles in which hardwood is used very largely, must obtain license from the food administration, the idea being to control prices and prevent monopoly and discrimination in the trade.

The war industries board is reorganizing and expanding and will

soon be separated from the council of national defense. The first of the commodity sections of the board is the section of agricultural implements, animal and hand drawn vehicles, and wood products, of which the following are members: E. E. Parsonage, chief; P. B. Schravensande, assistant and manager of the war service committee of the furniture and fixtures and allied woodworking industries; Col. W. S. Wood, representing the army, and Major Seth Williams, representing the marine corps.

It is also announced that Mr. Philbrick of John M. Woods & Co., Boston, has succeeded Walter E. Chamberlin and C. H. Worcester as hardwood members of the staff of Charles Edgar, chief of the lumber section of the war industries board; that C. J. Winton of Minneapolis, representing white pine interests, has joined the staff; that A. Mason Cooke, formerly manager of the North Carolina Pine Emergency Bureau, has done likewise and obtained a commission as major in the army, and that others attached to the lumber section are Major F. W. Leadletter, representing the army; C. M. Morford, representing the navy; P. K. Paxton, representing the shipping board, and Maj. Seth Williams, representing the marine corps. The board has a wood chemicals section, including C. H. Conner, chief; A. H. Smith, R. D. Walker, G. E. de Nike, Maj. Seth Williams, Dr. W. Bean, representing the signal corps.

The proposed twenty-five per cent general increase in freight rates is the subject of protests received at the Railroad Administration from lumber and other shipping interests. The shippers want an opportunity to be heard and for the interstate commerce commission to review the proposition, which it will not necessarily have under the railroad war law. Shippers are not so much antagonistic to the rate increase, which is said to be necessary to meet increased cost of operation, as they are fearful that without expert review by the commission it may radically alter existing rate relationships. As matters stand now it appears altogether probable that the rate increase will be granted by Director General of Railroads McAdoo.

Lumber Production in 1916

The Forest Service has published Bulletin 673 which gives the production of lumber, lath and shingles in the United States in 1916. The compilation was made by Franklin H. Smith and Albert H. Pierson, assisted by the National Lumber Manufacturers' Association and by the New York Conservation Commission.

Two sets of totals are used in the general tables, one giving the actual figures collected, the other showing the estimated totals. That course is followed because returns were received from only a portion of the mills, which were usually the larger ones in each state, and the output of the others was estimated. The number of mills reporting was 17,269; while the total number of all sawmills in the country is believed to be about 46,000. Reports were, therefore, received from 40 per cent of the country's sawmills; and the actual cut of lumber by this forty per cent of the mills was 34,791,385,000 feet. The estimated total output was 40,000,000,000 feet. That was 2,000,000,000 feet more than the total estimated cut in 1915, and 500,000,000 feet less than the estimated output of 1914. The country's largest estimated cuts of lumber were in the years 1906 and 1907 when a total of 46,000,000,000 feet was placed on record for each year. The largest output ever recorded from reports actually made by mills was in 1909 when 46,584 mills cut 44,509,761,000 feet.

The enormous amount of work and time required to obtain reports from all the mills in the country was responsible for the government's policy of omitting several thousand of the smallest mills and confining the statistics to mills of considerable size.

Production by States

According to the statistics presented in the report, lumber is sawed in all the states except three, North Dakota, Nebraska, and Nevada. Doubtless some sawing is done in these states, but by

very small mills. The largest reported cut is in Washington, second largest in Louisiana, third in Mississippi, fourth Oregon, fifth North Carolina. The smallest output is credited to Kansas, where the annual lumber production was 534,000 feet, and Delaware was next to the smallest with 9,356,000 feet, and Utah next with very little more. The regions of largest production were the Pacific coast states where fir, pine, and redwood prevail, and the southern states which produce yellow pine, cypress, and hardwoods.

Production by Kinds of Wood

The table which follows gives the estimated output of lumber for 1916 by kinds of wood:

<i>Kind of Wood</i>	<i>Feet</i>	<i>Kind of Wood</i>	<i>Feet</i>
Yellow pine.....	15,655,000,000	Beech.....	390,000,000
Douglas fir.....	5,415,000,000	Tupelo.....	275,000,000
Oak.....	3,390,000,000	Basswood.....	275,000,000
White pine.....	2,700,000,000	Elm.....	240,000,000
Hemlock.....	2,350,000,000	Ash.....	210,000,000
Western yellow pine.....	1,699,000,000	Cottonwood.....	200,000,000
Spruce.....	1,250,000,000	White fir.....	190,000,000
Cypress.....	1,000,000,000	Sugar pine.....	169,250,000
Maple.....	975,000,000	Hickory.....	123,000,000
Red gum.....	800,000,000	Balsam.....	125,000,000
Yellow poplar.....	500,000,000	Walnut.....	90,000,000
Chestnut.....	255,000,000	Sycamore.....	40,000,000
Redwood.....	496,850,000	Lodgepole pine.....	39,800,000
Larch.....	455,000,000	All other kinds.....	40,351,000
Birch.....	450,000,000		
Cedar.....	410,000,000		
		Total.....	39,807,251,000

The Leading Hardwoods

Judged by the quantity of production, the leading hardwoods are oak, maple, red gum, yellow poplar, chestnut, birch, beech, tupelo, basswood, elm, ash, cottonwood, hickory, walnut, and sycamore.

These are named in the 1909 report. Oak includes more than a dozen kinds, all of which, however, includes a number of species; red gum, yellow pine, chestnut, and beech, are separate woods, each consisting of a number of species.

As for oak, the cut is down 100,000 cu. ft. of the older producing regions continue to saw annually some fairly large quantities. In 1916 reports were received from 10 States. The States leading in oak production were, in the order named, West Virginia, Arkansas, Tennessee, Kentucky, Virginia, Mississippi, North Carolina, and Pennsylvania. Seventy per cent of all the oak is cut in those States, though even in some of this wood.

Several species of maple enter into the total, but much more than half is sugar maple. Forty per cent of all maple lumber is produced in Michigan and 18 per cent in Wisconsin. The other producing States, named in the order of their importance, are West Virginia, New York, Pennsylvania, Ohio, Indiana, Vermont, and Virginia. The cut of maple has remained almost stationary for the past ten years.

The cut of red gum is increasing rapidly. If the tendency may be judged by a comparison of the figures for 1916 with those for 1915. The increase was 36 per cent. Commercially, gum is known as red and sap, but all comes from the same tree which is known to botanists as red gum. Arkansas leads all other States in the output of this lumber.

Yellow poplar showed a slightly larger production in 1916 than in the preceding year, but for the eight year period following 1909, the tendency has been toward a restricted cut. West Virginia produces nearly twice as much as any other State. Tennessee, Kentucky, Virginia, and North Carolina are important sources of yellow poplar.

The efforts to utilize blight-killed chestnut has had some influence on the output of lumber, yet the increase of 1916 over 1915 was only five per cent, and the increase was made in Massachusetts, New York and Connecticut. However, West Virginia produced more chestnut than any other two States.

The output of birch lumber increased slightly in 1916, and the largest production came from Wisconsin, Michigan, Maine, and New York. The cut in Maine was principally paper birch for spools, but elsewhere the leading kinds were yellow and sweet birch.

Changes in Value

No surprising changes in lumber values are noted in comparing averages for 1916 with those of the year before. The following table gives average millyard values of some of the leading hardwoods for the two years.

Wood	1916	1915	Wood	1916	1915
Oak	\$20.06	\$18.73	Ash	23.85	22.15
Maple	18.24	15.21	Cottonwood	17.42	17.36
Red gum	14.64	12.34	Tupelo	13.00	12.25
Chestnut	17.65	16.17	Hickory	23.84	23.35
Yellow poplar	21.89	22.45	Walnut	42.38	48.47
Birch	19.59	16.52	Sycamore	14.65	13.86
Beech	16.20	14.01			
Basswood	21.65	18.59	General average	\$20.98	\$19.27
Elm	19.46	16.98			

Of the 34,791,385,000 feet of lumber actually reported in the United States, 28,576,292,000 feet was softwoods and 6,215,093,000 feet hardwoods, or more than four feet of the former to one of the latter.

The cut of mahogany was 13,244,000 feet, but veneer is evidently not included in the figure. The cut of cherry is more than half as much as mahogany. The production of Japanese oak was 553,000 feet, and an even half million feet of eucalyptus lumber was reported in California. The output of some of the minor species follows:

	Feet		Feet
California laurel	300,000	Box elder	64,000
Pecan	140,000	Holly	35,000
Persimmon	123,000	Juniper	18,000
Alder	119,000	Sassafras	13,000
Myrtle	81,000	Hornbeam	6,000
Red bay	81,000	Mulberry	3,000
Japanese birch	69,000		

The total value of the lumber produced in the United States in 1916 was \$1,100,000,000, or 10 per cent more than in 1915. The value of the lumber produced in the United States in 1916 was \$1,100,000,000, or 10 per cent more than in 1915. The value of the lumber produced in the United States in 1916 was \$1,100,000,000, or 10 per cent more than in 1915.

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Southern Log Movement Fair

The outboard movement of lumber from Memphis and the other territory is proceeding at a fairly satisfactory rate. There are embargoes against shipments of lumber to points east of a line drawn through Pittsburgh, Buffalo, Parkersburg and Charleston, W. Va., unless transit is for the use of the government or some branch of the government; but the Southern Hardwood Trade Association maintains that permits can be secured for such shipments and outlines the conditions under which these permits are obtainable.

There is comparatively little restricted territory at the moment, so far as lumber interests here are concerned, and the only handicap in the way of shipping is that found in the lack of cars. Memphis lumbermen are taring pretty well in this respect and wood-working interests here are securing a rather full supply of cars. There are numerous complaints from points outside of Memphis, particularly those having a single line of railway regarding car supply. The railroads seem unable to furnish all the equipment needed for the loading of lumber and to the extent they fail the movement of stock is held back. However, a great deal more lumber is moving now than heretofore and the situation is gradually brightening from the standpoint of outboard shipping.

The movement of logs is assuming pretty full proportions. The Valley Log Loading Company reports that it is able to maintain its April rate. This was approximately 50 per cent over its accomplishments in March, which gives some idea of what this statement means. Indeed, it would seem as if greater progress is being made in getting logs on the rights of way of the railroad moved than in putting logs on these rights of way, and some members of the trade are beginning to fear that, because of the labor shortage, there may develop a quite serious scarcity of raw material for mills at Memphis and elsewhere dependent on public carriers.

The weather is practically ideal for work in the woods and all possible effort is being made toward getting out logs. There is the most acute shortage of labor ever known, however, and what progress will be made remains to be seen. There is likewise a shortage of teams and altogether the log supply outlook is not very rosy at the moment so far as hardwood interests in this territory are concerned.

Vehicle Controversy Nearing Settlement

It is understood on reliable authority that prospects are quite bright that as a result of the meeting held in Chicago Saturday, May 18, between representatives of the hardwood lumber industry and the vehicle interests having large contracts with the government for the manufacture of army escort wagons, the members of these two important industries will soon get together on a much more satisfactory and harmonious basis. The negotiations are declared to be proceeding at a satisfactory rate and Ralph Jurden and John M. Pritchard, president and secretary-manager, respectively, of the American Hardwood Manufacturers' Association, who attended the conference at Chicago, will issue a statement to the lumber trade papers in a few days.

The vehicle manufacturers have contracts for some 250,000 army escort wagons, together with approximately 1,000,000 extra wheels, and their requirements in the way of thick oak will be quite heavy. It is with reference to this thick oak and to the relations between the lumber manufacturers and the vehicle makers that negotiations are now proceeding.



The Lumberman's Round Table



Solving the Labor Problem

Nothing can take the place of a legitimate wages, as a method of dealing with labor; but a great many things besides reasonable and satisfactory wages go to make up a desirable position. The lumberman who is having trouble holding his men, and who is paying as good wages as anybody in his district, should look to working conditions and other factors. Indeed, he might find it worth while to emulate the example of those in other industries, who have organized welfare departments as a means of insuring proper attention to health, safety, etc. By putting work pertaining to the human factor into the hands of those qualified to deal with it he can take a long step in the direction of an ultimate and mutually satisfactory solution of the labor problem.

Organizing the Dimension Trade

The discussion in this department a few weeks ago regarding the situation in the dimension trade, and the unsatisfactory condition which prevails there, is to have an interesting sequel in an organization of the dimension manufacturers at Memphis, May 25. It is to be hoped that the members of this important branch of the hardwood trade get together on a permanent basis at that time, as a branch of the American Hardwood Manufacturers' Association.

In this connection it may be interesting to note that one of the most successful concerns in the country, as far as dimension manufacturing is concerned, has found that correct cost keeping is the basis of good results in this department. It is here, apparently, that the average member of the trade has fallen down, and has failed to get the prices that he is entitled to.

Not only are time records kept of all jobs in the plant referred to, but a careful study is made of the overhead costs and their distribution. The dimension business is a department of the company, but is not carried along by it without making its proper contribution to overhead expenses. The result is that costs in this concern are probably higher than the average dimension manufacturer shows, because the latter does not always include all of the costs, direct and indirect.

If the new organization of dimension manufacturers succeeds in converting a majority of the trade to the idea of organized effort to improve conditions, cost discussions should and doubtless will be given first place on the program. Until dimension manufacturers learn how to figure costs, competition is going to be on the wrong basis.

Lumber Buying "On the Road"

It takes a mighty good man to go out on the road and buy lumber under conditions that give the seller a good deal and at the same time enable the buyer to rehandle the stock and make money. It requires knowledge of lumber, of course, and it also demands some knowledge of men. The good buyer learns how to deal with producers, and how to take up the lumber without starting too many arguments.

Here, as elsewhere, the practical psychologist—who would hardly call himself that, however—understands that he must work a plan of give-and-take. The inspector who tries to give himself the better of it on all the close ones, and who never grades up, but always grades down, gets the reputation of being a hard man to deal with; likewise, he irritates the sawmill man from whom he is buying, and gives the impression of not wanting to give the other fellow an even break.

Just about as good results can be obtained by a more generous attitude, which recognizes the rights of the seller, but at the same time takes into account those of the buyer. Calling some of the close ones down and the others up is a good way to impress the producer with the fact that the inspector who is taking up the lumber is not trying to hog everything.

Such a policy pays in the long run, by way of making friends. The lumber buyer for a hardwood company in a Kentucky market,

who covered a big territory for that concern for years, and bought and inspected lumber as his own judgment dictated, made money for his house, and at the same time made friends for himself. That sounds like a hard proposition for some, but he did it by playing fair with those he was buying from, and making them see he was looking for nothing better than a square deal.

Now he is in business for himself, and the same sawmill men are doing business with him, which shows that he must have left conditions right for a come-back. Here is where the zealous inspector or buyer often makes a mistake—he makes such a hard deal of it that the man with the lumber doesn't want to trade with him any more.

Is Two Per Cent Too Much?

Some of the Memphis lumbermen have recently been discussing terms, and laying stress on the proposition that the lumber buyer who gets two per cent off every bill is usually obtaining more than he actually has coming to him. It was also brought out that some buyers even discount gross bills, including freight charges, where this is prepaid, putting the lumberman in the position of spending both interest and discount for the privilege of prepaying the freight for his customer.

It is an interesting fact that the lumberman is one of the few manufacturers who is unable to offset the discounts he allows his customers with similar discounts taken off his own bills payable. In the first place, his payroll is a cash proposition. Logs are bought for cash—and it would be a worth-while performance to try to take two per cent or anything resembling it off the amount owed a canny farmer for logs. Freights of course must be paid cash without discount.

It is true that the lumberman who is operating a sawmill and is buying belting, lubricants and other supplies is usually able to discount his bills for these, but the percentage of expense represented by these items is not large enough to be very important. Consequently there are few opportunities to accumulate enough credits on the discount sheet to make up for the deduction of those who buy his products.

It is a noticeable fact, also, that practically all other raw materials, such as iron, coal, etc., are sold without discount. It seems to be the rule that finished products, on which the margin of profit presumably is greater, carry discounts for cash, but that on the more primary materials no discounts should be expected. For this reason there is some force to the argument that discounts for prompt payments might be eliminated to good advantage in the hardwood business.

The growing use of trade acceptances, which provide for payment at a given date following the receipt of the goods, and which of course provide for no discounts, may lead to the gradual withdrawal of this privilege. When this is done, the seller is able to use this paper at his bank, but he pays the bank for discounting it. On the other hand, the interest rate is considerably less than the discount amounts to, as can be readily demonstrated. Therefore the substitution of the trade acceptance for the open account subject to discount would be a profitable change for the average lumber manufacturer.

Paying Tribute to Indiana

"If someone should start out to write the history of the hardwood business," remarked a veteran who began his lumber career in the good old state of Indiana, "they would have to give my state a large place in the volume."

And that is about right, too, for not only does Indiana boast today some of the most famous mills and millmen, but it has sent to other states lumbermen who have more than made good in the development of the hardwood industries of those sections.

Kentucky, Tennessee, Arkansas and Mississippi are crowded with men who hail from Indiana; and you could hardly throw a stone in

a nesting made up of hardwood wood sawed either without booming the missile off the H.D. or by means of three or four products of the Hoosier state.

There is a certain quality about listing lumbermen, as there is about Indiana lumber, that seems to cause the cable impressions

Where the Hardwood Goes

The bulletin published a short time ago by the Forest Service, with the title "Lumber Used in the Manufacturing of Wooden Products," gives some interesting statistics as to the ultimate destination of certain kinds of wood surplus to the various industries which use lumber as raw material. In these wood-using industries are listed. The hardwoods are distributed among all of these industries, but it is very unequally distributed. Some industries take large amounts of it, others very little. A chief point of interest, and that which may surprise some people, is that sixty per cent of all hardwood is consumed by only four industries, and the remaining forty per cent is distributed among the 19 remaining. The four which account for 60 per cent of the hardwood are planing mill products, boxes, furniture, and railway cars. These are here named in the order of the size, based on their consumption of hardwood.

The total annual supply of hardwood going to all factories in the United States is approximately 7,500,000,000 feet. Of this, 1,600,000,000 feet goes to planing mills; 1,112,000,000 feet to box factories; 888,000,000 to furniture factories, and 488,000,000 to car shops. That which is sent to planing mills is mostly converted into interior house finish and flooring. In the foregoing figures, chairs are not counted as furniture, although no good reason can be shown for listing them separately, but that was the way the government did it in compiling the statistics. About 200,000,000 feet of hardwoods go to chair factories annually.

The hardwood in largest use for furniture is oak; that in most demand for boxes is red gum; that for railway cars is oak; and also oak for mill stuff. About 27 per cent of all hardwoods going to factories is oak, and that next in importance is maple.

Woods for "Poker Work"

All resinous woods are rejected for pyrography work because the sharp metal point used in burning is quickly ruined by contact with burning resin, besides the resin causes the wood to char irregularly and spoils the work.

More basswood is used in pyrography than any other. It is soft, of uniform texture without hard and soft streaks, is white in color, thus securing sharp contrasts where the hot needle touches, and the wood chars easily without much danger of kindling into flame. These are the qualities desired.

Cottonwood measures up favorably with basswood, particularly the two species of cottonwood known as aspen and balm of gilead. French poplar, which closely resembles Lombardy poplar that has been widely planted in this country, is excellent wood for pyrography. Yellow poplar is well liked for certain kinds of work, but its color is not uniform, there being too much contrast between the heartwood and the sapwood. If yellow poplar is carefully selected it is satisfactory. It charrs as evenly as basswood.

Holly is the whitest American wood and it has an even, fine texture, just suited to the hot needle; but holly is tolerably expensive and that bars it from extensive use. Besides, it is fairly hard and the process of burning is correspondingly slow and tedious.

Very fine pyrography is produced on orange wood. It is so hard, so even-grained, and possesses such admirable burning qualities that some of the best results are obtained by using this material. Finer lines can be made on no other wood, with the possible exception of Turkish boxwood which costs so much that it is out of the question. Orange wood is expensive too, and for that reason is not much in evidence in pyrography shops.

The wood has much to do with the tone or color of the finished work. Soft maple takes on a golden brown under the touch of

the hot needle, whereas wood in contact with iron or steel will take a brown color, and wood in contact with copper will take a greenish color, and wood in contact with lead will take a bluish color.

By E. L. Green.

The Cut-Over Land Problems

Instead of one problem, there are several connected with cut-over lands, and the solution of some of the problems is being sought by publishing a 32-page paper at St. Louis, with the name "Cut-Over Lands." It is edited by James E. Gatewood, who for many years was connected with the St. Louis Lumberman as editor and otherwise.

The initial number of the paper appeared on April 15, and other numbers are promised once each month in the future. The field is as wide as the United States, but most attention will be given to those regions where lumbering is being carried on in an extensive way and where much land is being stripped of its timber and left a prey to fire and erosion. The principal regions falling in this class lie in the pine belts of the South, in the pine and hardwood country of Minnesota, Wisconsin, and Michigan, and in the pine and fir lands between the northern Rocky Mountains and the Pacific.

These three regions constitute a rather large and promising field. The problem is not the same everywhere; but in most cases the idea is to convert cut-over lands into farms. In some sections the most promising crop will be corn and other grains; elsewhere fruits and vegetables will receive most attention, while in still other localities cattle, sheep, hogs, and horses will hold chief place.

The whole movement has as its basic idea the conversion of forest land into agricultural property; the land which lately grew timber is to be made to produce farm crops. Nobody seems to be paying much attention to the matter of putting the land to growing trees again. Most people who have plans and theories for handling cut-over lands ignore the fact that much of the area should again grow timber. Some of it is not well suited to agriculture or to stock raising, but will produce forests. The ordinary land owner does not take kindly to tree planting. He looks upon that as the duty of the government, some state or municipal authority. He does not care to invest his money and labor in young trees. Nevertheless, that is one feature, and quite an important feature, for the returns are so long coming in that the individual land owner does not quickly become interested in the cut-over land problem.

A Question of Turn Over

One of the interesting and important things in connection with cost accounting and profit figuring in the veneer and panel business is the matter of turn over. The Federal Trade Commission has become so impressed with this factor that it now constitutes one of the invariable questions in seeking for cost and profit information in any line of business.

What the Federal Trade Commission seeks to get at, and what every man should strive to know for his own guidance, is how often you turn over your product or output in the course of a year. It is found that some people may turn over their stock two, three or a half dozen times in the course of a year, while others will only make one general turn over in a year, and too many are not able to say definitely when or how frequently they make a complete turn over of stock.

Turn over is a factor in profit figuring, and the first essential to the clear understanding of net profits of a business is to get at the frequency of turn over. At times it is confusing, but this merely adds to the work and does not remove the necessity for getting light on the matter.

The Mail Bag

B-1190—Mine Props, Railroad and Car Material

Fredricktown, Mo., April 29. Editor *Hardwood Record*: Enclosed find fifteen cents in stamps for copy of your paper. Read in the "Year Book of the Department of Agriculture" of your cooperating on reports of the wood users.

I am in position to furnish to the trade good lot of mine props, railroad ties, car material, wagon stock, furniture and agricultural implement material, etc.

Any information you would supply would be more than simply duty appreciated.

Clubs and Associations

American Hardwood Plans Promising

Everything is in readiness for the semi-annual of the American Hardwood Manufacturers' Association at the Hotel Chelsea, Memphis, Saturday, May 25.

John M. Pritchard, secretary-manager, says that indications point to an exceptionally large attendance and to a most interesting and enthusiastic meeting.

Invitations have been mailed to all members and the following official outline of the programme has been given:

Luncheon, 12:30 p. m.
 Addressing: R. L. Jurlion, president.
 Report, John M. Pritchard, secretary-manager.

Address: "Government Regulation and Price Fixing of Raw Materials for War Requirements," Gen. L. C. Boyle.

General discussion:
 (a) Uniform code of manufacture.
 (b) Direct and indirect government requirements.
 (c) Dimension oak.
 (d) Exportation of white oak after the war.
 (e) Uniform terms of sale.
 New business.

4:30 P. M.—Organization hardwood dimension department.
 J. T. Kendall, first assistant to Secretary-Manager Pritchard, who is handling plans for this organization meeting, says that replies are being received which indicate that there will be quite a large number of hardwood dimension manufacturers present. Fifteen dimension manufacturers from Texas, Louisiana, Mississippi, Arkansas, Tennessee, Missouri and Kentucky constitute the organization committee, which issued the call for the meeting and they will all be present.

Dimension interests have found difficulty in getting together and holding together, but the belief is entertained that a dimension department can be successfully established and operated in connection with a going organization of such ability and prominence as the American Hardwood Manufacturers' Association and that such a department will be an accomplished fact before adjournment.

National Inspection Committee Reports

The inspection rules committee of the National Hardwood Lumber Association through Chairman John W. McClure of Memphis, has issued a report on the proposed changes in inspection rules to come up at the meeting in Chicago on June 20 and 21. No change whatever in the present rules is recommended, the report being given over to additions to the present rules, the additions covering vehicle lumber and dimension, grade of No. 1 and No. 2, common; rules for grading oak ship timbers; rules on ceiling, check racks, garboards and planking. Suggestions regarding beams and keelsons, keel shoes, horn timbers, rudder posts, rudder stock, shaft log, stern post, stem girders, all of the latter being for wooden ship construction.

There is also a paragraph covering rules for grading hardwoods for construction work.

The report specifies the kinds of oak coming under the respective headings of white oak and mixed oak. In the first case it says:

"Under these specifications shall be understood to mean the white oak group, including white oak, burr oak, post oak, chestnut oak, cow oak, live oak, overcup oak, swamp oak, chinquapin oak and other less known varieties of this character."

Under "mixed oak" are included "any and all woods of the red or black oak group, not necessarily containing any of the white oak group unless definitely so specified." This group includes red oak, black oak, yellow oak, scarlet oak, Spanish oak, Turkey oak, willow oak, pin oak, black jack, water oak and other less known varieties of this character.

There is a detailed paragraph covering "select car stock" for passenger, refrigerator and locomotive work; a paragraph covering freight car stock including all cars other than refrigerator and passenger cars; a heading for "select dimension" to be the same grade as "select car stock" and covering any hardwood specified; a heading for common dimension covering any hardwood; one for switch ties; one for bridge building and dock timbers; one for crossing plank and one for sheet piling.

Chicago Club Adopts Resolutions on Death of Recent Members

At a meeting of the board of directors of the Lumbermen's Association of Chicago held on May 13, the following resolutions were adopted:

WHEREAS, We have learned with profound sorrow of the sudden death on Sunday, April 28, of Ira M. Smith, for the last six years member of the firm of Von Blank & Lock Company; therefore, be it

Resolved, That Mr. Smith having been prominently identified for many years with the mill work business of the city of Chicago, we point with pride and satisfaction to the life and our late association with him, and that his example of business integrity and uprightness worthy of emulation should be held in further

remembrance. That the Lumbermen's Association of Chicago tender to the bereaved family its condolence and warmest sympathy in this hour of their great affliction; and be it further

Resolved, That these resolutions be spread on the records of the association and a copy be sent to the family of our deceased brother and to the lumber press.

WHEREAS, We learn with deep regret of the death on Thursday, May 9, 1918, of Arthur Coarley, for many years one of our associates in the lumber trade and president of the Lumbermen's Association of Chicago in 1909, and one of the few remaining members of the trade of the early days of our city, a citizen whose upright and noble life was a standard of emulation to his fellows; therefore, be it

Resolved, That in the death of Mr. Coarley, the lumbermen of Chicago have suffered the loss of one of their most honored friends, one whom they had learned to respect for his sterling integrity and many good qualities of mind and heart; and be it further

Resolved, That we tender his sorrow and afflicted family our heartfelt sympathy in this hour of their bereavement and commend them for consolation to Him who orders all things for the best, and be it further

Resolved, That these resolutions be spread upon the records of this association and a copy be sent to the family of our deceased brother and to the lumber press.

Action Taken on Amalgamation Resolutions

Since the promulgation of the plan for the adoption of but one set of inspection rules by the hardwood trade, and the issuance of the resolutions as described fully in the last issue of *HARDWOOD RECORD*, there have been different actions taken by various hardwoods bodies throughout the country. So far as these have come to *HARDWOOD RECORD* in the form of official proceedings they are given herewith.

The following is from Frank E. Fisher, secretary-treasurer of the National Hardwood Lumber Association, dated Chicago, May 15:

Editor *Hardwood Record*: President Woods directs me to send you the enclosed copy of letter which goes tomorrow to our entire membership, and to request that you publish this letter in the next issue of your valuable journal.

Thanking you in advance for this courtesy, we are,
 THE NATIONAL HARDWOOD LUMBER ASSOCIATION.

The letter follows: May 16, 1918.
 Subject: Letter dated May 8, 1918.
 Signed by T. M. Brown, Louisville.

To Members:

The following facts are submitted:
 On Friday, April 15, the secretary received a telegram as follows: "Mr. Coarley in the line of his talks with you regarding vehicle matter, and in line with his suggestions have today wired E. O. Robinson of Hardwood Manufacturers' Association, also Charles A. Bielew of Northern Bureau, to meet in Chicago on Wednesday morning, April 17, 1918. We want National association represented, so please arrange. I leave for Chicago Monday afternoon and will phone you Tuesday morning."

R. L. Jurlion, President, "American Hardwood Manufacturers' Association."

As this telegram gave less than two days' time, the secretary sent a copy of the message to six members located near Chicago and invited them to be present on April 17 to discuss the army vehicle situation. Four responded and were present at the meeting April 17, but no representative of the vehicle industry appeared, and as no action was possible that subject was dismissed after some discussion. The importance of closer organization of the hardwood industry was then discussed and the opinion advanced that it was necessary to have a meeting to discuss the adoption of a single standard of inspection by all hardwood lumbermen.

A majority of the directors heard from since the Louisville circular appeared in favor of our proposed changes in inspection rules, but do not approve or endorse the entire plan outlined in the Louisville letter, and our members are hereby officially notified that your president and board of directors are not even considering this subject since April 17, 1918, was to be held. This subject will probably be one of the prominent questions for the consideration of the convention to be held in Chicago June 20 and 21. As proposals are being prepared, it is the desire of all members interested to attend the June convention and vote on the question at that time. Yours very truly,
 F. E. Fisher, Secretary-Treasurer. M. Woods, President.

Under date of May 10 the Buffalo Lumber Exchange issued the following announcement on this subject:

Editor *HARDWOOD RECORD*: At the regular meeting of the Buffalo Lumber Exchange, the following resolution was adopted:

"That the Buffalo Lumber Exchange approve of the resolutions by T. M. Brown, chairman of a committee of lumber manufacturers as set forth in a circular letter dated at Louisville, Ky., May 8, 1918, and addressed to every member of the National Hardwood Lumber Association and the American Hardwood Manufacturers' Association."

That information as to this action be given to the lumber press. Motion duly seconded and carried unanimously.

JOHN S. TYLEE, Secretary.

Some forty members of the National Hardwood Lumber Association who are located at Chicago met unofficially on Friday, May 10, for a discussion of the proposition, and the results of their findings are outlined in the following letter, which was addressed to ten leading local organizations, as follows:

Northwestern Hardwood Lumbermen's Association, Minneapolis; Philadelphia Wholesale Lumber Dealers' Association; Lumbermen's Club, Cincinnati, O.; Lumbermen's Exchange, St. Louis; New York Lumber Trade Association, New York; Detroit Hardwood Club, Grand Rapids; Lumbermen's Association, Indiana Hardwood Lumbermen's Association and the Northern Wholesale Hardwood Lumber Association, Killebrew, Wis.

The Lumber Industry

Continuing hold the position of the Chicago members of the National Hardwood Lumber Association, in the present method of doing business. The National Hardwood Lumber Association's position is that the portion of the association's income for this time the last months workings of the present year. The first action of the present proposal would automatically increase the membership of the National Hardwood Lumber Association to the number derived from its present holdings and the same number of the same amount of that figure in the future. This is the only number of which would be the direct representation of the National Hardwood Lumber Association.

RESOLUTION COMMITTEE OF THE NATIONAL HARDWOOD LUMBER ASSOCIATION

The statement at the Chicago meeting is, as outlined in the letter practically against the adoption of this means for bringing about a single set of inspection rules, although the consensus of opinion is strongly in favor of but one set of rules.

Organize Protest on Late Advance

The board of governors of the Southern Hardwood Traffic Association held a special called meeting on Tuesday, May 22, at which it took definite and positive action regarding the proposed advance of 25 percent in freight rates on all commodities, including lumber.

It announced after adjournment that nothing would be given out for a few days regarding what was done. It is known, however, that protest against the proposed advance on a percentage basis was made and reasons for this course outlined.

A full report of the action taken will be made at the end of the current week or early next week.

It was announced following adjournment, that E. R. Larson, assistant secretary of the association, would go to Louisville, Ky., about June 1 to relieve R. K. May, district manager, with headquarters at that point. The latter will go to Memphis and will shortly visit all hardwood manufacturers in Louisiana and Texas or in what is known as southwestern territory. It is expected that, following this visit, a branch of the association will be opened at Alexandria, La., or some other point in the Southwest.

The association maintains branch offices at Louisville and at Helena, Ark. It is growing rapidly in membership in the territory covered and in the general scope of its operations.

Fine Program for National Meeting

The May conference of the National Hardwood Lumber Association, which contains the complete program of the nineteenth annual convention to be held at the Congress Hotel, Chicago, on Thursday and Friday, June 20 and 21. The details of the program follow:

PROGRAM OF BUSINESS

THURSDAY, JUNE TWENTIETH

9:30 a. m.—Registration of Members and Guests at Entrance to Convention Hall (Gold Room, Mezzanine Floor, Congress Hotel).
10:30 a. m.—Convention called to order, officers and committee reports.
President's Address, John M. Wood.
Report of the Secretary-Treasurer, Frank E. Dill.
The Chamber of Commerce of the U. S. A., Earl Palmer, National Lumber Council.
1:00 p. m.—Intermission for Lunch.
2:30 p. m.—Address by Hon. Jas. W. Forney, Saginaw, Mich.

Address by Hon. E. V. Babcock, Mayor of Pittsburgh, Pa., invited. Speakers are being negotiated with to address the convention.

FRIDAY, JUNE TWENTY-FIRST

9:30 a. m.—Convention called to order.
Report of committee on Lumber Reports.
Report of Inspection Rules Committee, John W. McClure, Chairman.
Discussion of Proposed Inspection Rules Additions.
12:30 p. m.—Intermission for Lunch.
1:50 p. m.—Resumption of Discussion of Proposed Inspection Rules Additions.
Unfinished Business.
Report of Committee on Resolutions.
New Business.
Election of President and Three Vice-Presidents to Serve One Year.
Election of Eight Directors to Serve Three Years.

PROGRAM OF ENTERTAINMENT

THURSDAY, JUNE TWENTIETH

Gold Room, Congress Hotel

At Eight O'clock

COMPLEMENTARY RAGUETTE

ponsored by the National Hardwood Lumber Association
To Members and Invited Guests

Secure Tickets at Registration Desk

FRIDAY, JUNE TWENTY-FIRST

Gold Room, Congress Hotel

At Seven O'clock

MUSIC AND SPOKES

Music—Vandyville

Secure Tickets at Registration Desk

NOTE—Owing to the amount of important business which the present Convention has to deal with, and the large attendance expected of those directly interested therein, no provision has been made this year for the entertainment of ladies.

of the National Hardwood Lumber Association, which contains the complete program of the nineteenth annual convention to be held at the Congress Hotel, Chicago, on Thursday and Friday, June 20 and 21. The details of the program follow:

A Pioneer Passes Along

Ben Miller, one of the pioneer saw mill men of Arkansas, died at his home in Kansas City on Saturday, May 1, 1918, after a long illness. He was 80 years of age. He was born in Germany in 1836 and came to this country with his parents at the age of ten, living first in Cincinnati. Three years later he began the battle of life on his own account, being drawn to the woodworking trade through a natural aptitude. He became a proficient journeyman woodworker and followed that trade for a number of years.

The story of how BENNIE MILLER, D. Miller, to his brother, John D. Miller, Meriden, Conn., came to his home in Kansas City on Saturday, May 1, 1918, after a long illness, is a story of the life of a pioneer. He was born in Germany in 1836 and came to this country with his parents at the age of ten, living first in Cincinnati. Three years later he began the battle of life on his own account, being drawn to the woodworking trade through a natural aptitude. He became a proficient journeyman woodworker and followed that trade for a number of years.

Ben Miller was a pioneer not only in Arkansas lumbering but in a new method. His cater has been an inspiration to those fortunate enough to come in intimate contact with him, and the example of his life can well be taken as a text book—a study of which would lead not only to a higher measure of success, but to a greater degree of satisfaction when success is accomplished.

The career of Benedek Miller is bristling of interest and of the romance of pioneering and attainment. He saw the entire evolution of the southern hardwood forest and participated in all of the steps which have brought it from its original position as an unexploited resource up to the present time of extensive exploitation.

Born in Offenberg, Baden, Germany, in 1836, he came to this country with his parents at the age of ten, living first in Cincinnati. Three years later he began the battle of life on his own account, being drawn to the woodworking trade through a natural aptitude. He became a proficient journeyman woodworker and followed that trade for a number of years.

The year 1850 saw him engaged in the carriage making business in Kansas City, he having been married at Keokuk, Iowa, two years before, to Miss Mary Glasner. With the spread of the secession sentiment in Kansas City, Mr. Miller, who was not at sympathy with that element, moved his business to Stanton, Kan., and when the war broke out he enlisted in the Twelfth Kansas Infantry and served through the entire conflict. At that time Mr. Miller owned about two acres of ground in Kansas City, where the Hotel Baltimore is now located.

Mr. Miller's next location was at Paola, Kansas, where in 1855 he organized a company for the manufacture of wagons and carriages. With him was associated his brother Max Miller, uncle of the Max Miller who now becomes head of the Miller Lumber Company. It is said that a few of the vehicles turned out by this company may still be found in use locally, so well were they constructed. Mr. Miller claimed the distinction of having made the first wagon south of the Kaw river in Kansas. He chopped down the trees for the woodwork on his own land and worked up the axles, tongues and bolster with his own hands. He built his own forge, and hauled his own coal and in fact performed every bit of work necessary to produce the raw material, as well as the finished article. It is said further that in 1871 the firm of B. Miller & Bro. put out the first carload of wagons to cross the Red river bridge in Texas on the M. K. & T. railroad.

Mr. Miller's principal concern was the manufacture of wagons and carriages up to 1880, when he purchased a large stand of timberland at Marianna, Ark., and entered into the manufacture of hardwood lumber. This operation has continued right down to the present.

The sketch of Mr. Miller's hardwood lumber history brings out many

With the Trade

Mill at Morville Sold by Gillen Bros.

The mill plant of the William Gillen Hardwood Lumber Company at Morville, La., has been sold to A. L. Dudley and associates of the Pelican Lumber Company. The present capacity of the mill is 15,000 feet, but it is understood that the purchasers will increase this to 25,000 feet.

William Gillen of Natchez was president of the company which has sold out and George W. Gillen of Vidalia the secretary. They had been operating it for the past two years. It is understood that they are contemplating establishing a mill at another location and are now engaged in seeking a suitable site. W. G. Luais, formerly connected with the Jeffries Lumber Company, will have charge of the mill sold under the new management.

H. F. Moeller, Secretary-Treasurer Bliss-Cook Oak Company

Erskine Williams, sales manager for the Bliss Cook Oak Company, Blsville, Ark., sent **HARDWOOD RECORD** the following letter:

high lights of exceeding interest. His original business was known as the L'Angeuille Lumber Company. This company operated the old Hoffman mill at Marianna, this being the first hand mill in that country.

He became interested in Arkansas timber through trading a lot of bugles of his own manufacture for some land near the mill. This land is now being logged and contains as good a cut of white oak as has been brought out in the last ten or twelve years. The old L'Angeuille Lumber Company was organized locally around Marianna and Mr. Miller owned considerable interest.

Eventually he moved to Kansas City about the time of the Kansas City boom, he having invested heavily in Kansas City real estate. This property, however, went "bad" and in the meantime the lumber company was kind of a sink hole for a number of years. In 1890 it wound up hopelessly involved and Mr. Miller had to buy enough stock to protect himself, and then eventually went to Marianna and took charge.

The early days were replete with harassing conditions as not only did he start under great difficulties, but was seriously handicapped by trouble in getting sufficient backing to carry him through. He managed, however, to keep going and in 1893 the firm finally got on its feet and by 1898 had all debts cleaned up. It is said that since 1893 there has never been a year that the firm has not made money, the sales last year running to about \$600,000.

A short time before his death Mr. Miller, Sr., was talking over the old days in Arkansas lumbering. In reminiscing he went back to 1901 at which time he said he was able to command about \$100,000, and, having this, his sons wished him to buy timberland which was then selling at from five to ten dollars an acre. He, however, concluded to wait "until it was cheaper." This timber which then could have been bought at five dollars, and which in fact had been turned down at fifty cents per acre, was purchased twelve years ago for \$12.50 per acre and today the same timber is worth about \$75 per acre.

The first timber sale of any magnitude entered into by the company was a tract bought in 1900 at Marianna. The purchase was made on the basis of \$3 an acre and about six months later the land was sold for \$10 an acre. Some of the land is said to be worth from \$100 to \$125 per acre.

The company's operations extend mainly from L'Angeuille river; most of the timber comes from the St. Francis river. It now logs mostly from its own land but buys in the open market as well. It controls some 6,000 acres of timberlands.

This organization is the result of the hard work, intelligent management and the honest effort of Benedict Miller, and it is entirely safe to predict that the methods which have proven such an inspiration to those who have come in full control will be carried on. Max B. Miller now becomes president of the company, he having been sole manager of the operation for some time past.

Benedict Miller leaves his widow and seven children.

Interment took place at the cemetery at Paola on Monday, May 6.

Handy Electric Barker

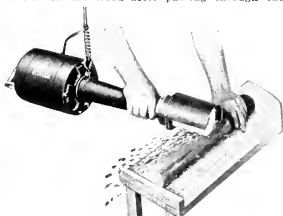
The American Barking Drum Company, 440 South Dearborn street, Chicago, well known manufacturers of barking drums, has just produced

a new hand barker. This was first developed for taking off the small patches of bark sometimes left on the wood after passing through the barking drum. It has, however, proven very useful elsewhere.

The accompanying cut shows an illustration of the workings of the barker, which is suspended from any convenient point and balanced by weight. The barker is easily handled by one man while the work may be held with the other hand.

The cutter head is on a shaft which connects it direct with the motor, which has ample power for the work.

The length of the barker is about two feet and the weight about fifty pounds.



NEW MOTOR-DRIVEN HAND BARKER

Sondheimer Company Expanding Rapidly

Charles C. Dickinson, sales manager of the E. Sondheimer Company, Memphis, Tenn., announces that on May 1 that company opened an office at 15 Whitehall street, New York, N. Y. Harry M. McDowell is acting as general eastern sales agent.

The company also announces the erection of two new mills, one just completed at Tullulah, La., and the other at Sondheimer, La. The Tullulah mill is now in operation while the new mill at Sondheimer will be started about June 15. Also beginning the first of June, the company's mill at Baton Rouge, La., will start on a day and night shift.

Those mills with those located at Junks and Newellton, La., will give the company an approximate output of 250,000 feet of high grade southern hardwoods daily.

The company continues to maintain its large distributing yard at Memphis where it carries a constant stock of from 3 to 5 million feet of high grade ash and oak lumber.

Adds to Manufacturing Capacity

The Climax Company of Alexandria, La., informs *Hardwood Record* that the sawmill plant at Hazelwood, La., has been purchased by F. M. Pritchett, president of the Botany Bay Lumber Company, and will be placed in operation about June 1. The mill has an eight-foot band and seven-foot resaw, with a 50,000-foot daily capacity, and its entire production will be handled by the Climax Lumber Company as sales agents for the coming year.

The stock will be hand sawed, equalized, well manufactured and first-class in every respect.

The Climax company also announces that it has taken over the output of a mill at Bellevue, La., on the Southern Pacific railroad. This mill has been operated by Lynch & McBride and has a daily capacity of 20,000 feet.

Atkins Puts on Clever Display

At the recent meeting of the Appalachian Logging Congress at Huntington, W. Va., E. C. Atkins & Co., Inc., the saw people of Indianapolis, put on an interesting cross-cut sawing contest as a part of the demonstration of the cross-cut saw.

J. W. Moate of the Atkins company read a paper on cross-cut saws before the demonstration took place.

Mr. Moate's article dealt with the evolution of the saw, taking it back through the ages to its very origin, which goes back to the period of ancient Greek mythology. In his article Mr. Moate says that the saws of the ancient Greek carpenters were almost the same form as ours, this being illustrated in the painting still preserved among the antiquities. He sketched then the development of the saw through the period of industrial awakening and told of the difficulties of introducing it, due to prejudice of those who feared their means of livelihood was threatened through this labor-saving device.

The article then described the modern saw and brings the reader around to the saws demonstrated at the exhibition, namely, the Atkins' silver-steel segment ground cross-cuts.

Mr. Moate sketched the excessive cars and the exceedingly high quality of materials going into this product, saying that the steel used is actually as fine as that used in the highest quality of razor blades.

He then described the Atkins' segment grinding process.



CROSS-CUT SAW DEMONSTRATION STAGED BY E. C. ATKINS & CO. AT RECENT APPALACHIAN LOGGING CONGRESS, HUNTINGTON, W. VA.

The Potash Industry

Crude potash is still produced by the old methods of leaching from wood ashes in the hardwood lumber districts, chiefly in Wisconsin and Michigan. Complete staffs of this output are difficult to obtain. Many of the producers have no exact records of their operations and do not always know the quality of their product, so that exact interpretation of the figures they furnish is impossible. Reports from thirty-six producers in 1917 shows a gross output marketed of 700 short tons, having a value of \$496,550.

Searching for Walnut Trees

The search for walnut trees has become a matter of importance, as is implied by the following letter from President Wilson addressed to the Boy Scouts of America, under date of April 25.

In order to carry out the program of the War Department it is of the utmost importance that large quantities of black walnut lumber should be secured for its use. Black walnut is used by the ordnance department for the manufacture of gunstocks and by the Signal corps for the manufacture of propellers for lattle and bombing airplanes.

The location of black walnut trees, the names of the owners, the sizes of the trees and the price at which they can be purchased is greatly desired. It is believed that the organization of the Boy Scouts of America is particularly well constituted for obtaining this information. There are no longer any large individual lots of walnut timber, but there is a very large supply when collected into groups or centers; at the present time there are to be found only a few trees here and there scattered over the whole of the United States east of the Rocky Mountains. I, therefore, appeal to the well known loyalty of your organization to secure for the government this desired information. In securing data the owners of the black walnut timber should be advised of our pressing needs and they should be requested to show their patriotism by doing all in their power to assist their government in this great war.

The Value of Wood Ashes

Once in a while the subject of wood ashes comes up for discussion in the trade papers, and then it drops out of notice for a time. It is now at the front again for further consideration, and war conditions are responsible for the recurrence of the discussion. An obstacle in the way of developing the wood ashes business has been the difficulty in the way of quoting prices. Ashes are not worth the same everywhere, nor are all kinds of ashes of equal value. It depends upon the kind of wood, the completeness of the burning, the quantity of water in the ashes, and the distance from market. For that reason, when a man who has ashes for sale tries to obtain a quotation, he can seldom get a precise offer. There is always a string to it. The result is discouraging, and many persons who might have saved ashes have decided not to bother with the article.

A trade report was published on May 15, written by J. E. Haven, United States consul at Turin, Italy, describing a revival of the wood ashes business in Italy, on account of war conditions. The Italians are burning more wood because of scarcity of coal, and they find it profitable to sell the ashes for fertilizers. However, there is no tunc in ashes for the person who saves and sells them. According to the best authority on the subject, the amounts and results from burning certain woods are as follows, the figures representing a ton of wood:

	Ash, Pounds	Potash, Pounds	Ash, Pounds	Potash, Pounds	
Spruce	2,500	1.00	Willow	61.73	6.28
Ceesh	12.78	2.80	Grapevine	9.45	12.12
Ash	76.90	1.63	Fern (or bracken)	80.25	9.37
Oak	29.76	3.31	Workwood plant	214.73	109.93
Elm	33.11	3.21	Pumpkin rind	482.81	174.16

In Italy the present price paid for potash is 21 cents per 100 pounds. That would produce about one dollar from ashes secured in burning twelve tons, or about six cords, of elm wood.

Ship Pins of Wood and Iron

The matter of relative cost, in comparing wooden and iron pins for ship building, is of minor importance in selecting the material. Neither wood nor iron is very expensive; at least the cost of the pins is a small item compared with the total cost of the ship. The strongest argument in favor of the wooden pins, in view of certain kinds, is that the wood is better. It is not stronger and will not last longer, but the wooden pin secures a waterproof fastening while there may be leakage round an iron bolt which passes entirely through the vessel's wooden walls, from the sea water outside to the hold of the ship within.

The straining of the vessel in sailing rough water causes slight yielding of the timbers. They have a tendency to move to and fro slightly. Persons who have sailed in a wooden ship have heard the creaking and straining of the timbers when the sea was rough. Long-continued movements of that kind may cause the iron bolt to wear and cut the wood that touches it, finally causing leakage round the bolt. The wooden pin does not wear or cut the surrounding wood, and leakage results. The iron bolt never swells after it is driven in the snug hole made to receive it, and if the joint is not waterproof at first it never becomes so afterwards; but a seasoned wooden pin may not be absolutely tight and snug at first, but will become so after it is soaked with water and swells.

That point has been overlooked by some persons who cannot understand why shipbuilders go to so much trouble to procure wooden pins when those of iron are so convenient. Only the strongest woods are suitable, and even

the strongest is not half as strong as iron, size for size; but strength is not the only essential quality in a ship pin.

Balsa Wood

Consul Stewart E. McMillan writes from Port Limon, Costa Rica, concerning the supply of balsa wood in that district. Balsa, the lightest wood so far known, is now much in demand where lightness of construction is of importance, and as it is very porous, it acts as a good insulator and is also used in insulating against heat and cold. Another valuable characteristic of this wood is that it offers the minimum amount of air resistance, and its usefulness in aeroplane construction is therefore apparent. Though the balsa tree grows best in rich ground, it will thrive on almost any ground in the tropics except swamp, but it is a second growth tree, being found only where the ground has once been cleared. The trunks of the trees are smooth and mottled white and gray. No parasites seem to grow on them, as the holes are perfectly free of vegetation.

The logs man from twenty to thirty inches in diameter. It is very difficult and sometimes impossible to get some of the timber to the tracks where it can be loaded. So long as there is a supply to be had along the railway the question of transportation is a simple one and the business lucrative, but where the logs have to be dragged for long distances by oxen the margin of profit decreases and close figuring becomes necessary. At present the average cost of Balsa delivered to the United Fruit Company steamers is \$37.50 to \$40 per thousand board feet. The average content per log is fifty to sixty feet. If not too far back from the railroads, twelve yoke of oxen can get out about 200 logs per week at an average distance of two miles. Shorter logs at a cheaper rate per thousand feet than the regular size logs can not be shipped for the reason that the work of handling is increased; that is, three sixteen-foot logs can be dragged out to the tracks at about the same cost as three four-foot logs; the same estimate applies to handling logs from wharf to ship.

In all there are probably not more than 8,000 balsa logs available to the railroad in Costa Rica at this time; but if the United Fruit Company's practice of shipping only about 400 logs per week is followed, shipments could be continued indefinitely. In certain sections inaccessible to the railroads of Costa Rica there is much of this wood, but being so situated, and the rivers being mostly mountain streams, rocky, rapid and shallow, the question of getting out the logs is a difficult one. There is one available big lot of timber along the San Carlos and Sarapiquí rivers, on old abandoned farms in that section, that could be contracted for delivery alongside the steamers in shipload lots of 500,000 feet or more. The timber from these rivers could be floated down the San Juan to Colón, Barahona Limon, where it is possible in favorable weather to cross without much risk, providing suitable equipment were at hand in the form of barges for loading the logs, and sufficient towing power.

It is estimated that balsa plantations can be established at a labor cost of \$4 an acre the first year.

No Logheaps to Be Burned

In several states where the clearing of new land is actively going on, movements are under way looking to the abolishing of the burning log heaps. In clearing, the logs are piled up and, when the land has been cleared for farms, to roll logs together and burn them. It is now proposed to cut these logs into cordwood and use it to supplement the country's fuel supply. The two states in the lead in this movement are Arkansas and North Carolina. So far as markets for such cordwood are available, the movement will result in economy; but many land clearers are so far from market that they cannot sell their cordwood.

Timber Operations in France

In the report by General Haig of the timber cutting operations on the continent, in connection with the war, it is stated that in the spring of 1917 the activities of the army were extended by the formation of a forestry directorate, to work certain forest areas in France for the use of British and French armies. By September the army had become practically self-supporting as far as regards timber. Included in this timber was material sufficient to construct over 350 miles of plank roads and to provide sleepers for 1,500 miles of railway, besides great quantities of sawn timber for butting and defenses, and many thousand tons of round timber for fascines and fuel. The bulk of the fuel wood is being obtained from woods already devastated by artillery fire.

War Schedule of Paint Shades

To conserve tin plate and linseed oil, 64 shades of paints and varnishes have been dropped in the schedule of working in harmony with the Commercial Economy Board of the Council of National Defense, and by July 1 the range of colors will be restricted to 32 for the period of the war. The following maximum number of shades and colors is adopted for paints and varnishes for various purposes: House paint, 32; flat paint, 10; enamels, 8; floor paint, 3; porch paint, 6; roof and barn paint, 2; single stains, 12; carriage paint, 8; oil stains, 8; varnish stains, 8; penetrating or spirit stains, 10; oil colors, 30. The number of containers has also been reduced by dropping the following: one-gallon cans, four-gallon cans throughout the entire line of paints and varnishes; all cans smaller than half-pint throughout the entire line of paints and varnishes; pint cans in house paints, flat paints, floor paints, porch paints and enamels; all cans smaller than gallons in barn and roof paint and single stain; all cans smaller than pints in all clear varnishes and varnish removers; all 2 and 3 pound cans in the entire line.

New Source of Alcohol

The cactus which overruns much of the southwest part of the United States has been found to possess a valuable source of alcohol for industrial purposes. The secret was learned from Mexicans who have long known how to distill alcohol from this deep-seated plant, though they have none but the crudest stills. There is reported to be a limit to the resources of cactus which can be had, if the alcohol industry proves profitable. The country is covered with it for hundreds of miles, and it has never been regarded as other than a nuisance, though some success has been attained in burning off the spines of the cholla or cholla cactus and using the pulpy residue for cattle feed. Both the cholla and the hardwood, but only a few of the many species produce valuable quantities of juice. One large cactus has "ribes" which Arizona lumbermen use for railroad ties or houses.

How to Get Hickory

It is quite generally understood that the best kind of hickory timber in the woods to meet a demand for hickory is made upon the supply in the immediate future, but the great majority of the woods are not always as plentiful as they appear. A veteran of the Wood-Tanning business has the following to say on the subject:

About the best way for those who are about to get a good deal of hickory for hand is these days to get it to be cut in the summer time, and then, send their own men, cut the hickory and haul it to market.

It used to be that those wanting hickory would get it brought to them by the affranching agent and then he would haul the city by sending out buyers and identifying the intermediate stages of the work in the market for certain kinds of hickory. It took some time and some explaining to the farmer, especially in the past few years, but what was wanted, but this way of doing it in the old days.

Today some farmers and some country people still get out a little hickory in the winter time, but the men who depend upon this source of supply entirely will do a small amount of work in the winter volume of business. The way to get hickory now is to get it, take portable plants and go into the woods, or buy traws and saw wood crews to cut the timber, haul it to the railroads and ship it.

Putting Goats to Work

Goats cut other things than tin cans, otherwise the Forest Service would not have hired a thousand of these animals to keep down the weeds and brush that persist in growing in the fire lanes which cross forest tracts. Unless the growth is kept from taking possession of the lanes, the lanes will do no good in carrying out fire-fighting plans. Owing to the scarcity of labor, it has been found impossible to keep the lanes clear by the use of men and scythes, hence the goats have been called upon to do the work. These animals have appetites which do not balk any sort of vegetation from winter-green to blue cohosh, and while they are keeping the fire lanes clean, they will grow in value by increasing the meat and wool supply. The experiment will be made in the Angeles forest in southern California, where the lanes are fifty feet wide and have an average length of thirty-five miles. Heretofore it has cost the government \$5,000 a year to keep the lanes clean, and the goats will do it for twenty dollars a month. That is the rent paid for their services. The owner gets that in cash and free pasture for his herd.

Will Cut California Hardwood

California lumbermen have been so intent on cutting pine and redwood that they have never bothered much with hardwoods; but the demand for excelsior and crates and boxes has awakened up the people and a company has been interested in cutting the sycamore and cottonwood that grow along the Sacramento river and some of its tributaries, and work has already commenced. The mill will be located at Sacramento, and it is proposed to raft the logs down the river to that point, and some of the rafts have successfully made the trip. Rafting logs is a new business on that stream, and one of the disadvantages that must be contended with is the habit of the river to reach flood stages quickly and then fall to very low levels. The rafters will have to regulate their movements to conform to the river's erratic habits.

The cottonwood and sycamore timber does not occur in extensive forests, but appears as fringes along the streams and adjacent to ranches. The company has secured options on 25,000,000 feet, and that will probably constitute the largest hardwood operation in California. Large quantities of oak may be had in the same region, but it is not stated that the company intends to cut it.

Hardwood News Notes

← MISCELLANEOUS →

The death is announced of E. B. Williams, president of the American Box Company, the Ascession Rod Cypress Company and of the Southern Saw Mill Company, all New Orleans, La., recently.

The Weber & Dumme Wagon Company, St. Louis, Mo., recently suffered a loss by fire.

The Southern Seating & Cabinet Company, Jackson, Tenn., has been succeeded by the Southern Seating & Cabinet Company.

The style of the Federal Building French Company, Boston, Mass., has been changed to that of the Federal Furniture Company.

At Newark, N. J., the H. H. Bell, Lumber Company, has been organized by the H. H. Bell, Lumber Company, Newark, N. J.

Recent Moves include the following: Robert Brown & Sons, 2315 N. 1st St., Pittsburg, Pa., and the M. O. Cunningham Building Company, M. O. Cunningham & Sons, New York, 100 N. 1st St., and the John on St. Paul, 100 N. 1st St., and the Campbell & Co. Lumber Company, New York.

A recently organized company for the Buckeye Lumber Company, Springfield, Mo., is the Buckeye Lumber Company, Springfield, Mo.

The Alexander & Co. Lumber Company, 100 N. 1st St., Pittsburg, Pa., and the M. O. Cunningham Building Company, M. O. Cunningham & Sons, New York, 100 N. 1st St., and the John on St. Paul, 100 N. 1st St., and the Campbell & Co. Lumber Company, New York.

The capital stock of the H. H. Bell, Lumber Company, Newark, N. J., is now \$100,000, and it is reported to that figure by the...

M. O. Cunningham Building Company, M. O. Cunningham & Sons, New York, 100 N. 1st St., and the John on St. Paul, 100 N. 1st St., and the Campbell & Co. Lumber Company, New York.

< CHICAGO >

George H. Johnson, president of the National Hardwood Lumber Association in Chicago with Mrs. Johnson and family, is expected to leave for the...

E. A. Mitchell, president of the National Dry K in Chicago, Illinois, is expected to leave for the city Wednesday on his way to Minneapolis, Wis., where he is expected to arrive in the summer cottage.

George H. Johnson, president of the Washington office of the Northern Hardwood Lumber Association in Boston, spent two days of the past week in Chicago in conference with members of the bureau on important matters concerning in connection with government business. The bureau has been very successful in getting orders for members of the northern trade and now is paying particular attention to markets for hemlock.

Prominent hardwood lumbermen attending the vehicle convention in Chicago last Saturday were K. L. Jurden, J. M. Pritchard, S. M. Nickay, J. W. McClure and James E. Stark, all of Memphis, Tenn.

Among well known hardwood men who attended the stirring war session of the National Lumber Manufacturers' Association in Chicago during the past week were: A. L. Osborn, Oshkosh, Wis.; M. J. Fox, Iron Mountain, Mich.; J. T. Phillips, Green Bay, Wis.; C. A. Goodman, Marinette, Wis.; E. O. Robinson and P. R. Gadd of Chelmsford, O.; O. T. Swan, Oshkosh; T. Hanson, Grayling, Mich.; F. T. Abbott, J. C. Knox and Henry Ballou of Cadillac, Mich.; Roy McQuillan of Antigo, Wis.; W. C. Hull, Tupper Lake, N. Y.; George H. Chapman, Stanley, J. H. Hummelberger, Cape Girardeau, Mo., and Mr. Martin of Baden 0373, Mich.; Mr. Moore, Ford du Lac, E. J. Durko, Oshkosh, Wis.; W. A. Holt, Toronto; George Foster, Mellen, Wis.; T. C. Cunningham of Chicago held a general meeting of great interest at the association rooms on Wednesday, May 22, in connection with the regular luncheon. The gathering was of a patriotic nature and was well attended.

The Harmony Company, Chicago, has increased its capital from \$100,000 to \$150,000.

A creditors' committee has been appointed for the Forest City Furniture Company, Rockford, Ill.

John J. Cummings, president of the McGuire-Cummings Manufacturing Company, city, died recently.

A change in stockholders is announced for the J. C. Deacon Company, city.

The capital stock of the National Box Company has been increased to \$500,000 from \$200,000.

E. F. Karmire of the Swain-Karmire Lumber Company, Fulton, Ky., spent a few days in Chicago and other northern points looking over the furniture market, affected some sales and says there is really an improvement in conditions of the furniture trade.

Walter Alexander, a well-known lumberman of Wausau, Wis., with interests in all producing territories, was in Chicago this week to meet his brother, John Alexander of the Alexander Lumber Company, Aurora, and particularly to attend the sale of fancy bred cattle at the Meeker farms in Lake Forest, incidentally talking lumber. John Alexander in speaking of the retail trade said in the farm sections business is very good, but in the other towns the same element that retards business in the cities prevails.

Frank P. Fish of the National Hardwood Lumber Association spent a day in Buffalo last week in conference with John M. Woods, who then came on to the Boston meeting. The president is addressing the members of the National association on the proposed consolidation of the hardwood lumber association interests of the United States.

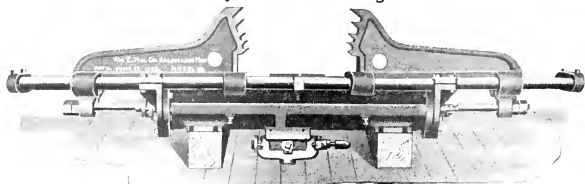
A. C. Quixley of the Quixley Lumber Company, Fisher building, left the end of last week for a week's buying trip to Wisconsin points. Mr. Quixley is a keen optimist regarding the present business situation.

E. W. Quixley, former president of Chicago and now with the James R. Arliss Lumber Company, Eschschra, Mich., spent a week in the city since the last issue. Mr. Quixley explained that the company is now busy fitting out cargoes for the seven big lake steamers owned by his company. The lumber end is proceeding very satisfactorily and the big jobs now out on the company's big fleet on a profitable schedule.

< BUFFALO >

A good deal of interest is expressed in the proposed big meeting of the National Hardwood Lumber Association in Chicago, and it is said

Style "E" Steam Dog



HILL-CURTIS COMPANY SAW MILL AND ALLIED MACHINERY
 Kalamazoo Michigan

Successor to Wm. E. Hill Co. and saw mill machinery business of Curtis Saw and Mill Machinery Co.

SEND FOR
 HILL AND CURTIS
 CATALOGUES

Speed up the production of your cross-cut saw by using a Steam Dog. Several types made.

that the attendance from Buffalo will be large this year. Just at present the hardwood dealers' attention is being taken up by Red Cross, Y. M. C. A., Thrift Stamps and other war matters, and they are actively engaged in speaking and soliciting funds in those interests, which are crowding out most everything else, but they expect to get a little leeway later and will take a vacation by attending the lumber convention.

Fred M. Sullivan was captain of one of the teams which this month succeeded in raising more than \$73,000 in a four-day campaign in behalf of the Y. M. C. A. He recently visited New York, where he saw his son, Lieut. F. Fleming Sullivan, who was sailing for the war front, after training at Camp Hancock, Ga.

A five-ton Pierce-Arrow truck is about to repeat a performance of 1911, when it covered the distance between New York and Boston. Since then the truck has been in daily service and has covered more than 100,000 miles. The start will be made on May 28 and various large cities will be included on the journey. The object is both to demonstrate the efficiency of the truck itself and the serviceability of such trucks in wartime, when railroads are badly congested.

Hugh McLean is taking a short rest after a strenuous time in connection with raising funds for the Third Liberty Loan, which met with great success among the lumbermen. He has gone to Lake Pytonga, with a number of other Buffalo business men, and will enjoy a two weeks' vacation.

Homeer T. Kerr has returned from a motor trip to Gettysburg, his son, Horace Kerr, accompanying him, after attending the Pennsylvania state college.

The building trade in Buffalo has not started up actively with the warmer weather, as some predicted would be the case. The cost of permits to date has run 10 per cent or more behind last year, and there is quite an absence of large buildings of interest to the hardwood trade. Not so much call for flooring is heard as usual. The number of vacant houses in this city is small and it is predicted that many more will have to be built this year to accommodate the increasing number of workers in the local industrial plants.

John S. Tyler, for many years secretary of the Buffalo Lumber Exchange, was recently bereaved by the loss of his wife, whose death occurred after a brief illness. She is survived also by two children, a daughter, Mrs. Tracy Porter, and a son, William P. Tyler, who is now in Colorado, but was formerly a resident of this city and an employe of Taylor & Crane.

The lake lumber trade is not as active as in former years, but some cargoes of hardwoods are in the list of arrivals and more stock is expected soon.

← BOSTON →

The consolidation of the Wm. H. Wood Lumber Company of Cambridge, Mass., and the Webster Lumber Company of Watertown, Mass., under the style of the Wm. H. Wood & Webster Lumber Company has been effected. Wm. A. Webster, Jr., who was the active head of both concerns, becomes the president of the new concern. The move is looked upon in the trade as highly beneficial to both firms, who were previously of the very best standing in the trade.

H. W. McDonough, president of the Massachusetts Wholesale Lumber Association, Inc., attended the organization of the new Wholesale Lumber Bureau in Washington and was elected director for one year. The wholesalers of New England are taking this project very seriously, and it is hoped that the personnel of the bureau will guarantee it success and thus remove the great artificial burden of official and unofficial prejudice. The handicaps being met by the wholesalers are numerous enough by reason of traffic and market conditions to show what a calamity it would be to inaugurate any plan whereby they would all be reproduced with the immense number of firms they are contracting with both buying and selling. The New England wholesalers stand ready to serve the government, the mills and the public during the war and after it and only want to have this readiness recognized and utilized.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

← PITTSBURGH →

D. L. Gillespie, of D. L. Gillespie & Co., has returned from a three weeks' visit to San Francisco and other western coast points.

J. N. Woollette, president of the Aberdeen Lumber Company, will go to the Southwest next week to look over things first hand.

Every bit of black walnut, including small trees and even individual trees in western Pennsylvania and eastern Pennsylvania, is being sought out eagerly owing to the record-breaking prices now being paid. Boy scouts are being used in some cases to hunt out these trees.

Hardwood men are much interested in the announcement that the Pittsburgh Truck Wheel Corporation, capital \$4,000,000, which is being organized under a Delaware charter, has selected a site of twenty acres in the Pittsburgh district and will build an immense plant to manufacture steel motor wheels. Robert W. Barbour, formerly of the Chamber of Commerce, is one of the active members of the company.

The Wolfe Brush Company has bought a large warehouse on the north side, covering 15,000 square feet, and will remodel it for a brush and broom manufacturing plant.

The West Penn Lumber Company is urging its customers to anticipate their hardwood requirements as fast as possible and get in their orders now to satisfy delivery whenever they can be handled by the railroads.

Louis Germain of the Germain Company was recently made president of the National Bureau of Wholesale Lumber Distributors at a meeting of wholesalers at Washington to discuss methods of getting the wholesale lumber business recognized by the government. J. N. Montgomery of the American Lumber & Manufacturing Company was elected a member of the executive committee, and President E. H. Storer of the Pittsburgh Wholesale Lumber Dealers' Association and Edward Eller of this city were made directors.

Frank E. Smith of the Miners' & Manufacturers' Lumber Company reports a very good demand for lumber but shipments exceedingly bad. For this reason he is going very slow in taking on new orders.

All Pittsburgh lumber interests have been discussing day and night this week the government's project to build an ordnance plant on Neville Island to employ 25,000 men. It is agreed that not only will this plant be an immense buyer of lumber for its own use but the house-building operations which will have to be started by the government or by private parties to take care of the army of workmen are going to make the lumber business boom in the very near future in the Pittsburgh district. The project is the largest one which has come to Pittsburgh in the last forty years.

← BALTIMORE →

Arrangements are about complete for the erection of a large sawmill at Bogalusa, La., on the property of the Great Southern Lumber Company, to take care of the hardwoods on the timber tract of the Great Southern Lumber Company. The mill is to be erected by Richard P. Baer & Co., and is to be equipped with the most up-to-date facilities. It is thought that the contract for the erection of the plant will be awarded within the next few days. The mill will give employment to 150 to 200 men, and it is estimated that the stumpage available will last at least ten years and probably more. The operation is one of the largest that has taken shape in the southern field for some time, and means a big addition to the facilities of Richard P. Baer & Co.

James Edward Tyler, president of the Kimball-Tyler Company, Inc., operating a large coeprage factory at Highlandtown, a suburb of Baltimore, died at his home in Baltimore suddenly on the morning of May 7 of a heart attack. He had appeared to be in good health, and was preparing to go to his company's factory when stricken. Mr. Tyler was seventy-three years old and had been engaged in the coeprage business for many years. A widow, two sons and two daughters survive.

The American Propeller & Manufacturing Company, which makes propellers for airplanes, operating a large factory in South Baltimore, has

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entered suit against the Sapiro Box Company, claiming \$40,000 damages. One suit is against the box company direct for \$39,000, and the other, for \$10,000, against the National Surety Company, which went on the bond of the Sapiro Company when that corporation obtained an injunction against the propeller company to restrain the latter from using the property at 220-242 Grindall street, in South Baltimore. It is alleged that the acts of the Sapiro Company in endeavoring to keep the propeller company out of the occupancy of the property named were malicious and fraudulent, and that the propeller company suffered considerable damage as a consequence. The injunction proceedings, which were brought several months ago, were subsequently dismissed. The American company uses large quantities of oak and other hardwoods.

By degrees the work of erecting a large number of cottages to take care of the additions made to the working forces in the ship yard of the Bethlehem Steel Company is taking shape. Some weeks ago the contract for 304 houses to be erected at St. Helena, a suburb of Baltimore, was awarded to the Consolidated Engineering Company, and new bids are asked for the erection of 532 cottages at Dundalk, nearby. Nine contractors, a majority of them from New York, have been invited to submit estimates, and after these have been gone over, the contract will be awarded. This work, it is thought, will be done under an arrangement with the government, whereby the latter advances the larger portion of the cost of the cottages, taking a first mortgage on the cottages and the land. The work will call for great quantities of yellow pine, but considerable hardwood lumber is also likely to be used.

Under the direction of Major Arnold of the Quartermaster Department, stationed at Camp Holabird, Colgate creek, where a large plant for the repair of army trucks and other war material is located, a survey has been made here of the stocks on the wharves of the wholesale dealers in yellow pine. The aim was to ascertain what lumber which might be required for the use of the military authorities could be obtained. This survey, of course, may also be expected to cover the needs in the way of hardwoods.

Gen. Francis E. Waters, president of the Surry Lumber Company, is receiving heartfelt condolences on the tragic death of his son, Richard T. Waters, who jumped from a tenth story window of the Fort Pitt hotel, in Pittsburgh, May 12. The young man had been in poor health for some time, and it is thought that his rejection for military service preped on his mind. He was returning from a trip to California, undertaken for his health, and from which he was supposed to have derived great benefit.

Announcement is made here that applications will be received by the Civil Service Commission at Washington for the position of wood technologist, which is open to men only and pays from \$1,800 to \$3,000 a year.

No written examination is necessary, but applicants will be rated on education and experience.

< COLUMBUS >

Discussing war conditions in lumber, James E. McNally of the J. J. Snider Lumber Company and former president of the Columbus Builders' Exchange said: "While the territory occupied by the enemy represents only a small fraction of the whole of France, it includes a proportionately large part of the French forest area, which it will take many years to repair. Not only outside the war zone in France, but in Great Britain, the woodman's ax has been busy cutting available supplies for war purposes. Many a forest managed under a natural regeneration system has been cut without regard to the needs of reproduction, and French foresters for many years will find difficulties in returning to a sustained yield management, which has been deranged by premature harvests. The magnificent fir forests of the Vosges and Jura Mountains, the show pieces of French foresters, managed as selection forest, are being dismantled without regard to reproduction and with the maximum of damage to young growth. This means that American mills will be called upon for millions of feet of lumber for reconstruction purposes."

W. H. Settle & Co., Cincinnati lumber dealers, won an important decision, of interest to shippers generally, in the United States circuit court of appeals when the upper court reversed the judgment of the United States district court at Cincinnati, in which the district court had awarded the Baltimore & Ohio Southwestern Railroad Company the difference between the interstate fare from a southern point to Oakley, a suburb of Cincinnati within the Cincinnati switching limits, and from the same southern point to Madisonville, another suburb of Cincinnati but outside the switching limits, on lumber consigned to W. H. Settle & Co. The case concerns the right of the lumber company to bill lumber to a certain destination and then to rebill it to its final destination, where the sum of the interstate rate to the first destination plus the further local rate is less than the interstate rate to the final destination of the lumber.

The Toledo Lumber & Mill Work Company, Toledo, O., has increased its capital from \$100,000 to \$125,000.

The authorized capital of the Barea Lumber Company, Barea, O., has been increased from \$25,000 to \$50,000. A change has been made in the name of the Edgewater Lumber Company, Cleveland, and it is now the Edgewater Lumber & Supply Company.

A reduction in capital from \$50,000 to \$10,050 has been made by the Dodson Saw Mill & Lumber Company, Columbus.

At Cuyahoga Falls the L. B. Fields Lumber Company has been formed with a capital of \$25,000 by L. B. Fields and others.

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Haltaker Mill Work Company, Columbus, has been organized with a capital of \$100,000 to do mill work of all kinds. The incorporators are Ora W. J. S. and Pearl E. Haltaker, Charles F. Welchko and R. F. Earhart.

R. W. Horton of the W. M. Ritter Lumber Company reports a continued good demand for hardwoods, especially from manufacturing plants. Retailers are also in the market for limited stocks. Retail stocks are generally good and only orders to fill out broken stocks are booked. Prices are firm along the line. Much trouble is experienced in making shipments.

—< CLEVELAND —>

Hardwood interests are lined up with the balance of the lumber trade, which in turn has identified itself with the employing faction, in the growing strike of union crafts. As the end of May comes in sight, it is quite apparent that the strike, which at first assumed small proportions, will likely be as important a controversy as was the big lockout of last spring. The controversy this year, as last, seems to have its basis in the move of the unions to make Cleveland a strictly closed shop. In this it appears that relations of the famous Ten Cardinal principles, in which, in a word, employers sought to run their business as they saw fit, have been violated. The treaty of holding, especially the holding, which offers the principal outlet for hardwoods at this time, is at a standstill. The only improve-

ment is the return of about sixty workers to jobs under way at factories engaged in war work. This last move is called a patriotic effort on their part. Hardwood trade is vitally affected by the strike, as the movement of their materials into consuming channels is mostly through the interior distilling of houses. The business has not been so drastically affected, however, as a strong outlet for the lower grades of hardwood has developed with the order to factories to speed up production.

Brighter prospects for the trade are seen in the definite move of the city authorities to obtain \$1,000,000 appropriation for building houses here for military purposes. A meeting of the City War Board and of the housing committee of the Chamber of Commerce resulted in a survey of housing conditions being ordered. This information will be presented to Washington within a week or so, when the appropriation will be asked for. At least 10,000 houses are needed here immediately, officials say.

—< EVANSVILLE —>

The paper and sack trade on the farms of Samuel B. Gabel, in Jefferson county, near Madison, Ind., was recently sold to a lumber firm at \$1.00 per bushel, for \$20,000. It is said that this is one of the finest timbers ever cut in the state of Indiana. There is still a good deal of gum standing on the plantation that is valued at about \$10,000.

Late in the month of January in Evansville and other in the tri-state territory as well as owners of wood-consuming factories, are complaining that the labor shortage is becoming more and more serious and the prices paid for labor are the highest on record. Manufacturers say that they can not recall the time when labor was so hard to get. Farmers in southern Indiana, southern Illinois and northern Kentucky are also up against this problem and it is feared that they will be greater than engaged in harvesting their bumper wheat crop in June. The car shortage problem is not so acute as it was a few weeks ago.

George W. Worland, secretary and treasurer of the Evansville Veneer Co., is still confined to his home here with an attack of lumbago, but hopes to be able to return to his work in a few days. The plant is being operated on the day and night schedule and the company is so rushed that it is finding it a hard matter to ship the orders out on time.

Charles F. Hartzel, secretary and treasurer of the Evansville Dimension Company, has returned from a trip to New York and the East. He says trade conditions are encouraging, but that the freight congestion in the East has been worrying the shippers to some extent.

Hardwood lumber manufacturers in this section report that the demand for walnut is getting better all the time. During the past month many walnut logs were shipped into the local market. A recent report from Petersburg, Ind., stated that many people in Pike county are cutting down walnut trees that have been used as shade trees for years and are converting them into timber.

Charles Fugate, who for a number of years was connected with the Ruby Lumber Company at Madisonville, Ky., and who was well and favorably known to the trade in central and western Kentucky, has gone to Lawton, Okla., to accept a position with a well-known lumber company of that city.

J. C. Rea, after spending several days here as the guest of his family on Adams avenue, has returned to Jackson, Miss., where he is superintending the cutting of timber from a large tract of land left him by his late father, Thomas Jefferson Rea of Columbia, Tenn. Most of the timber from the tract will be sold to the United States government, Mr. Rea announced.

The last regular meeting of the Evansville Lumbermen's Club until the second Tuesday in September was held at Evansville on May 14. There was a good attendance and several important business matters were disposed of. It had not been intended to hold any more meetings until the fall meeting, but the officials of the club decided that it might be well to have one more meeting in order to wind up the affairs of the club that were on hand. Daniel Wertz, chairman of the co-operative committee, reported that the Indiana Public Service Commission had granted the railroad companies in this state an increase of fifteen per cent on logs, much to the disappointment of the manufacturers. Mr. Wertz said that the lumbermen might as well make up their minds that other increases would come from time to time and in his opinion the time is near at hand when there will be a flat rate on logs. This will mean that the local manufacturers will no longer be bothered with the milling-in-transit question.

The membership committee of the club, composed of Charles A. Wolfkin, chairman, Daniel Wertz and Henry Kolkler will conduct a "still hunt" for members during the summer months. The club decided that it would take an active interest in the war chest campaign in Evansville that started on May 29. William B. Careton, chairman of the committee on publicity and resolutions, reviewed the work of his committee for the past year.

—< MEMPHIS —>

J. H. Wenshield, secretary-manager of the Southern Hardwood Traffic Association, has returned from Washington, where he went to take up with the Interstate Commerce Commission details regarding hearings in cases of raising proposed advances in rates on lumber and forest products from that territory covered by the association. Due announcement of the hearings and the dates and places thereof will be made later.

Lumber interests of Memphis are working hard to raise the \$185,000 on the Memphis and West Tennessee Lumber Co. bonds, which will be sold in the city of Memphis, Tenn., by the Memphis and West Tennessee Lumber Co. The Memphis and West Tennessee Lumber Co. is a corporation organized under the laws of the State of Tennessee, and has its principal office in Memphis, Tenn. The company is engaged in the business of manufacturing and selling lumber and other wood products. The company is currently in the process of raising the \$185,000 on the Memphis and West Tennessee Lumber Co. bonds, which will be sold in the city of Memphis, Tenn. by the Memphis and West Tennessee Lumber Co. The company is currently in the process of raising the \$185,000 on the Memphis and West Tennessee Lumber Co. bonds, which will be sold in the city of Memphis, Tenn. by the Memphis and West Tennessee Lumber Co.

H. P. Moyer, who is president of the Memphis and West Tennessee Lumber Co., says that the company is currently in the process of raising the \$185,000 on the Memphis and West Tennessee Lumber Co. bonds, which will be sold in the city of Memphis, Tenn. by the Memphis and West Tennessee Lumber Co. The company is currently in the process of raising the \$185,000 on the Memphis and West Tennessee Lumber Co. bonds, which will be sold in the city of Memphis, Tenn. by the Memphis and West Tennessee Lumber Co.

F. E. Gary of the Cincinnati Lumber Co. says that it has its headquarters in Memphis and its mills in Mississippi. It has been unable to make but little use of the Memphis mill this year for hauling logs to its plant at Ribley, Mississippi, because of the output of the plant on the lower river to the Memphis and West Tennessee Lumber Co. It says that the water in the lower river has been very low practically all of the winter that it has been impossible to make more than occasional use of these facilities.

Box manufacturers here continue to have the largest business in their history offered them, but they are not equal to the prompt acceptance of all the orders coming their way. They are operating on as full a scale as possible under present conditions, but as a rule they are working on single shifts for the reason that they are unable to secure enough labor to justify double shifts. The output of the various box for hotels and plants manufacturing other wooden containers would be materially larger if there were enough help available. There is more than enough business to justify longer hours, but the labor cannot be had. Some of the box people are beginning to use women in their plants and they are finding these quite successful. The Anderson-Taylor Company says that ten per cent of the employees in its box factories here are women, and that the number will be increased as rapidly as possible. Others are trying the experiment of using women, and they believe these will be successful where the work is not too heavy.

Cooperative interests at Memphis are highly pleased with the action of the United Lumber Industries of America in electing Walter Whitford of the Ohio River Lumber Co. as president for a third year, and in choosing two out of three of its vice-presidents from this city in the persons of Charles Hudson of the Hudson Lumber Co. and Fred L. Gardner of the Grismore-Hyman Company. Representatives of the industry do not recall that so many high officials of any organization have ever held a wider territory were ever elected from one city, and that they are all the more appreciative of these appointments.

< LOUISVILLE >

The principal topic of interest at the Louisville trade show during the past few days has been relative to the proposed adoption of a uniform set of hardwood inspection rules under the name of the Louisville Hardwood Association. T. M. Brown of Louisville, and former secretary of the National Hardwood Lumber Association. The proposal was completed in short time through the trade journal, and in a few days passed to members of both of the hardwood organizations. At the present time matters are coming in rapidly, and a large majority of the members of these organizations are signing the slip endorsing the proposition. Mr. Brown is well pleased with the way the lumber trade has reacted to the proposition, and believes that the majority favoring the plan is so large that it will carry through on a high wave of popularity at the annual convention next month. Locally the Louisville Hardwood Association endorsed the plan unanimously. A few individuals in various sections, and one or more organizations have opposed the plan, but as a whole the majority appears to be strongly in favor of uniform grading, which will mean much to the trade in such times as these, and in these unsettled conditions.

The lumbermen as usual turned out in large numbers for the Kentucky Derby, which was the forty-fourth anniversary of this famous event, run over the famous Churchill Downs track, which received its name from the old Churchill family, and the old Churchill of the Churchill Mills Lumber Co. The opportunity of the big racing party was favored by a heavy rain, which was on hand in the spirit of the weather experienced at the hotel and in the neighborhoods where the race was held. Many of the spectators had a few kopkas when they entered the track, and the race was held at 1:00 p.m. on May 25, 1918. The race was won by the horse named "The Wonder" owned by J. W. P. DeLaurie, and trained by J. W. P. DeLaurie. The race was won by the horse named "The Wonder" owned by J. W. P. DeLaurie, and trained by J. W. P. DeLaurie. The race was won by the horse named "The Wonder" owned by J. W. P. DeLaurie, and trained by J. W. P. DeLaurie.

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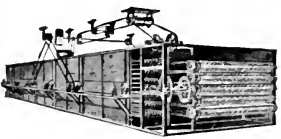
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EST. 1880

favor of the Southern Veneer Manufacturing Company, Louisville, against the Kentucky & Indiana Terminal Railroad Company, the judgment representing the value of a car of solvent loss shipped from Slaughter, Ky., Oct. 7, 1915, and which was lost in transit and never delivered.

Charles M. Struck, son of Alfred Struck, prominent lumberman of Louisville, who was injured at Ft. Benjamin Harrison last summer, and forced to resign from the Officer's Reserve camp, has enlisted in the regular army and gone to Ft. Thomas, Ky. Mr. Struck is over the draft age, but so anxious to get into the fray that he enlisted as a private, which spoils the right sort of patriotic feeling.

John Churchill of the Churchill-Milton Lumber Company, Greenwood, Miss., recently passed through Louisville on his way to Washington, where he expects to spend several days.

Authorities at Franklin, Ky., have been investigating for several days the recent dynamiting of a hardwood mill on the Milliken farm, which was owned by John Burk. The plant was entirely demolished by a heavy explosion, shortly after 10 o'clock on May 16. No reason for the deed can be assigned, nor a clue found.

High water in the Kentucky river as a result of heavy rains in the Bluegrass region has resulted in a number of good hardwood logs coming down to the Hannan and Kenney mills at Frankfort, and other mills at Oakland and points along the river.

Edwin Norman of the Norman Lumber Company has gone to Washington to look after some interests, and will return within a few days. W. A. McLean of the Wood-Mosaic Company recently returned from the same point. Washington is the center of attraction to many of the lumbermen just now, as everyone is after government orders.

The management of the Louisville Veneer Mills is much pleased with the success with its trial. Its efforts to use female labor on a lighter work. The company for the past few days has had about thirty-five girls and women on its roll, and many of the first female workers employed have become experts on the work which they are handling.

An interesting story is being told at Covington, Ky., relative to a letter recently sent to George Morris of Cincinnati, manager of the Field Division of Boy Scouts. According to this letter, which was written by a contractor, a rumor has been in circulation for several years relative to a big cache of walnut logs which were cut and stolen from a government land in the middle West some years ago, and which were later sunk when the culprits became scared. It is claimed that between 300,000 and 500,000 feet of logs, valued at \$1,000,000, is in clear water, where it has been for the past twenty years. It is claimed that the logs are in three rafts and partly covered with sand. However, the story is rather fishy, as sinking three rafts of such size would be an engineering feat in itself. Attention to the story was called when the boy scouts were called upon to aid in locating walnut timber. This story is probably one that has been mixed up with the story concerning walnut logs on Redfoot Lake near Hickman, Ky., where it is alleged thousands of good logs have been for several years, or since a severe storm which swept through that section. It is claimed that the action of water would not injure walnut logs, but even if the logs were there it would probably cost more to recover them than they would be worth.

A new lumber concern has been incorporated at Whitesburg, Ky., as the Mullins Coal & Lumber Company, with a capital of \$5,000. The incorporators are C. C. Mullins, N. B. Mullins, Clarence R., John W., and Fred Gorman. It is understood that the concern plans to develop coal and timber properties.

The Charles Boldt Glass Works of Huntington, W. Va., which uses large quantities of material in crates and boxes, and operates its own box manufacturing plants for manufacturing cases for sale to outside interests, has been advertising in some of the eastern Kentucky papers for tupelo gum, chestnut, spruce, oak, poplar, etc., offering to buy: "Inch to inch and a half boards, rough. Carloads, log run or grade. 1, 6, 8, mills, each on loading."

Harry Imman of the Imman Veneer & Panel Company, Louisville, who lost a finger in a chipper a few weeks ago, has about recovered, although the finger was very slow in healing. Mr. Imman claims that in the meantime he has learned to write and do many things with his left hand, that he would have formerly considered impossible.

The deal whereby the Foundation Company of New York plans to take over the Howard shipyard at Jeffersonville, Ind., for building light draft vessels, ship parts, etc., is still pending, but will probably be closed shortly. Surveyors have been busy on the premises for several days, and have also laid out a route for a railroad switch to the plant.

ARKANSAS

The Augusta Railroad Company, with a capital stock of \$30,000, of which \$20,500 has been subscribed, filed articles of incorporation with the Arkansas secretary of state on May 8, 1918. The company will succeed nearly purchased by the railroad, the property which was interested in the new company. The line of railroad is twenty-two miles long and extends between Augusta and new Augusta, the latter being a station on the Missouri Pacific Memphis branch. The incorporators are: R. T. Harville, president; I. J. Stacy, vice-president; J. C. McDonald, secretary, and F. H. Kittrell, treasurer; H. P. Dale, T. E. Bonner, E. G. Thompson, W. N. Gregory, J. H. Dale and C. L. Adamson.

The Little Rock Barrel & Box Company, with a capital stock of \$20,000, has filed articles of incorporation with the secretary of state, showing the

following officers and incorporators: R. H. McNair, president; B. E. McNair, vice-president, and E. A. McLean, secretary and treasurer. The Arkansas Ash Company, which is incorporated under the laws of Tennessee, has filed a certificate of its charter with the secretary of state of Arkansas. E. S. Shippen and William Coffey of Keiser are named as agents for service in Arkansas.

The Round Pond Lumber Company of Round Pond, Saint Francis county, Ark., has filed articles of incorporation with a capital stock of \$7,500. The incorporators are John R. Gromley, president; John I. Jones, vice-president, and Girola Vaccaro, secretary and treasurer.

Through its agents, T. E. Helm of Marianna, the Indiana & Arkansas Lumber Company has sold to B. H. Malloy and Claude Benson of Memphis a tract of timberlands, comprising 1,600 acres, lying in Crittenden county, Arkansas. The purchase price is given out at \$175,000. The new owners have two standard spur tracks of railroad running into the timber tract, and will at once begin cutting and shipping logs to mills in Memphis, Helena and Indianapolis. When the timber has been removed the land will be developed for agricultural purposes. This sale is said to dispose of the last of the immense timber holdings of the Indiana & Arkansas Company in eastern Arkansas.

TEXAS

One of the largest stumpage deals consummated in this territory in some time has been brought about by the purchase of 50,000,000 feet of cypress and gum timber by J. L. Baker and associates of Plattville, La. The Taylor-Walsh-Ed Cypress Company of Plattville, of which Mr. Baker is president, is said to be the concern which will cut and market the timber at Beaumont, probably meaning the moving of the Louisiana mill. Thirty million feet of the timber is located on the property of the East Beaumont Townsite Company and was acquired for a consideration of approximately \$50,000, one-third down. This property has a river frontage of nine miles and the remaining 20,000,000 feet was purchased from the Miller-Vulor Lumber Company and J. Frank Keith, adding six miles more of river front. The timber is just across the river from Beaumont and the site tentatively selected for the mill will give rail connections with three lines.

The Beaumont Hardwood Manufacturing Company, Beaumont, practically passed out of existence when the four and one-half acres of river front property on which its mill is located was sold to M. T. Walker and associates for \$30,000. It has six months in which to remove the machinery, which was not included in the sale.

John W. Greer and Thos. Blake of Houston, who owned the Juo. W. Greer Lumber Company at Louetta, Tex., have sold the plant and property to the newly organized Warren-Cleveland Lumber Company. The new company is composed of J. K. Warren, until recently head of the Cummer Manufacturing Company of Paris, Tex., and Geo. Cleveland, Jr., who has been manager of the hardwood department of the South Texas Lumber Company. Mr. Cleveland will operate the mill, which has a capacity of 20,000 feet, while Mr. Warren will conduct the wholesale offices in Houston. Mr. Cleveland was succeeded as manager of the hardwood department of the South Texas Lumber Company by his father, Geo. Cleveland, Sr. About the time all this was taking place, Geo. Cleveland III made his appearance on earth and is cutting a figure in both jobs.

The hardwood department of the Keith Lumber Company has been thoroughly organized with D. H. Murphy as manager. Mr. Murphy was formerly manager of the hardwood department of the Whiting Lumber Company at Elizabeth, Tenn. He will be called upon to sell 50,000 feet a day. The capacity of the new mill, and the yellow pine mill with 100,000 daily capacity will enable the company to ship mixed cars of hardwood and pine. It will also make a specialty of loading out oak and maple flooring and red cedar shingles.

The month of May will see four government ships of the Ferris type launched in Beaumont. The Lone Star Ship Building Company and McBride & Law will launch one each, while the Beaumont Ship Building & Dry Dock Company will launch its second hull the latter part of the month. All of the ships built in this district, fifty-two in number, will have their machinery installed in Beaumont by the Beaumont Ship Building & Dry Dock Company and the Lone Star Ship Building Company.

Ben S. Woodhead, president of the Beaumont Lumber Company and also president of the Beaumont Chamber of Commerce, has been appointed chairman of the Red Cross campaign for Beaumont and has already put over his task of raising \$100,000 for that purpose. He set down the lumbermen for a good round sum to start with and then went out to raise the balance.

The Gulf Export & Transportation Company, operating between Beaumont and Mexican Gulf ports, will add two new steamers to the line within the next thirty days and lumbermen are preparing to take full advantage of the increased service.

WISCONSIN

The Lake Shore Lumber Company, Washburn, Wis., has resumed operations for the season and is prepared to manufacture at least a normal supply of lumber, the surplus or reduction depending almost entirely upon the supply of men and traffic conditions. A large supply of logs has been accumulated at the mill, with a large reserve in the upper peninsula, in

LUMBER

Cut from logs such as these ranks high in quality and grade. All our stock is from St. Francis River basin logs which produce the highest quality of Gum Lumber on the market.

2 Band Mills
100,000 ft. daily capacity

MILLER LUMBER CO.
MARIANNA, ARK.

addition to which the company intends to operate its camps throughout the summer.

The D. F. Britton Co. operating Company, Green Bay, Wis., has covered its entire force of employes, numbering about 150, with a group insurance policy issued by the Travelers of Hartford. The policies range from \$500 to \$1,500, depending upon the length of service of the employe and the total is in excess of \$75,000.

The Shawano Manufacturing Company, Shawano, Wis., which recently converted its plant into a box and crating factory, has installed a new saw to provide much-needed facilities to fill a steadily growing volume of orders.

The Brown-Mitcheson Company, Marinette, Wis., has engaged Olaf Larson to recover deadhead logs from the Poshigo river and the log hoister is now at work within the city of Poshigo. The deadheads will be transported by rail to Marinette as soon as sufficient stocks are accumulated.

The Rib Lake Lumber Company, Rib Lake, Wis., has awarded a contract to Ernest Prue, Tomah, Wis., for the construction of a new machine shop to serve its sawmill and the new planing mill erected by Mr. Prue a year ago.

The Woodwork Manufacturing Company, 218 Twenty-third avenue, Milwaukee, has increased its capital stock from \$25,000 to \$50,000 to accommodate the growth of its business since the original capitalization was fixed. Walter A. Getzel is secretary-treasurer and manager.

The Colby Lumber Company, Colby, Wis., has disposed of its saw and planing mill and yard at Colby, and the entire stock of hemlock and pine lumber at Colby and Cherokee to the O. & N. Lumber Company, Menomonee, Wis. The Colby company retains the stock of hardwood now on hand and will sell and ship it during the coming summer. The concern was established in 1902 by Paul Umborfer and since 1905 has been owned and managed by Emil Umborfer and Joseph Weix, who are retained by the new owners as local managers. The average cut of the mill during the last thirteen years has been 1,000,000 feet per annum.

The Badger Basket & Veneer Company, Burlington, Wis., which some time ago increased its capital stock to \$100,000, has increased the number of its directors from three to five to give the new interest representation. Ralph W. Story is secretary and treasurer of the company.

The Marinette-Green Bay Manufacturing Company, operating a large excelsior mill in Marinette, Wis., has fulfilled its contract with the Marinette Chamber of Commerce, and has received deeds to the property which it occupies. The agreement, dated October 21, 1911, required that the total disbursement in wages reach \$150,000 before the transfer actually was made. Up to April 1 of this year the company had paid \$155,055

in wages and more than \$7,000 in taxes. The Marinette Chamber of Commerce invested \$4,500 to give the company a start.

The Lee Handic & Dowel Company, Gilden, Wis., already has replaced fifteen male operatives with female help, and several more women will be added to the force during the coming week because of further inroads on the ranks of the men by the selective draft. W. A. Thomas, manager of the plant, reports that he has a waiting list of women and is receiving applications for positions by mail.

The Milwaukee Free Employment Bureau, operated by the state, on May 15 received an order for 300 carpenters from the Bark-side plant of the Du Pont Powder Company, Washburn, Wis., which needs the workmen for the construction of large additions to its mills. Part of the order was filled at once, but the local supply as yet is too small to provide all of the labor required.

After being in continuous operation for more than forty years, the sawmill of the X. Lindstrom Company, Marinette, Wis., probably will be closed at the end of the present season, its timber supply having been practically exhausted. Only sufficient timber to run the mill until the latter part of August is now available. The company's general store on Hall avenue, Marinette, will discontinue business July 1. The late Isaac Stephenson was one of the founders and chief owners of the concern.

Nearly enough hardwood has been cut in many parts of Wisconsin to keep creameries and dairies in fuel during the coming winter, following the usual situation to a considerable extent, according to a report by the state fuel administrator, who is making a strong effort to provide a large stock of hardwood fuel for bakeries and other establishments that are easily adaptable to the use of it.

The Stoll Lumber & Veneer Company, Tripoli, Wis., has filled the positions of more than a dozen male workers in its mills with female help because of the extreme difficulty of procuring more men.

The Menasha-Normal Lumber Company, Oshkosh, Wis., which recently disposed of its interests in Neenah, Wis., has changed its name to Wisconsin Central Lumber Company and reduced its capital stock from \$125,000 to \$75,000. T. J. Yahr is president and J. W. Koeser, secretary and general manager.

Martin Pattison, president of the United States national bank of Superior, Wis., has presented the state of Wisconsin with a tract of 600 acres of timberland on both sides of the Black River in Douglas county, twelve miles south of the city. Mr. Pattison owned a logging camp on the site forty years ago. Part of the tract consists of cut-over hardwood land, but for the most part it is heavily wooded with virgin forest. The chamber of commerce of Two Rivers, Wis., is organizing a com-

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All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

poration which is to engage in the erection of dwellings and other accommodations for working men and their families to relieve the acute shortage.

The Washburn Dwellings Company, Washburn, Wis., has started work on the erection of the first lot of eight houses, which it will offer for sale or rental at approximately cost to overcome the lack of housing facilities. For the first time in the four years that the United States Department of Agriculture and the Wisconsin Conservation Commission have cooperated in the work of protecting the forests of the state from the fire hazard, the entire northern section of Wisconsin is being thoroughly patrolled this season. From two to four counties are under the control of each of the eight patrolmen provided by the Forest Service and working under the supervision of the Wisconsin commission.

Matthew P. McCullough, manager of the Brooks & Ross Lumber Company, Schofield, Wis., has been elected president of the Employers' Mutual Liability Insurance Company of Wisconsin, to succeed J. L. Neal Brown. The annual meeting was held May 17 at the home office in Wausau. The company during the past year wrote 82 per cent more liability insurance than any other one company doing business in Wisconsin. The increase in business during the year amounted to 74 per cent, and during the first four months of this year an increase of 83 per cent over the corresponding period of 1918 was shown. The company has a surplus of \$116,875 after paying dividends of \$42,721. It invested \$75,000 in the third Liberty Loan and took its full amount of \$1,000 of war savings stamps. H. J. Hage, Wausau, is secretary.

The Vahron Shoe Last Company, Portsmouth, Ohio, has purchased the former Hurlston woodworking factory on the Wisconsin & Northern line at Crandon, Wis., from the Menasha Woodware Company. The plant is being remodeled and some new equipment installed for the manufacture of raw and semi-finished material to be shipped to the main works in Ohio for conversion into shoe lasts. Contracts have been made for a supply of hardwood sufficient to operate the factory at capacity until the end of the year.

Menting & Hickey, Antigo, Wis., sawmill operators and lumber dealers, were awarded a judgment of \$21,561.55 in the municipal court at Antigo on May 15 against the Germania Fire Insurance Company and six other fire insurance companies to cover a loss on lumber destroyed by fire at Pence Lake, Wis., on October 4, 1917. The companies resisted payment on the ground that Menting & Hickey were not at the time owners of the lumber, but that it had been purchased by and transferred to the ownership of the Wolf River Lumber Company. Judgment was given in full on the value of the lumber as given in a statement made by Menting & Hickey. The statement showed the loss of 206,732 feet of maple, valued at \$5,481.34; 190,890 feet of birch, \$4,523.63; 49,248 feet of elm, \$1,241.16; 25,380 feet of basswood, \$686.90; 448,251 feet of hemlock, \$9,189.14, and roof boards and pile bottoms valued at \$439.38.

Charles R. Foster, for many years manager of the woodworking department of the Eclipse works of Fairbanks, Morse & Co., Beloit, Wis., died May 18 after an illness of a year at the age of fifty-four years. Upon retiring from the Eclipse works Mr. Foster spent eight years in Baker City, Ore., as president of the Wisconsin-Oregon Lumber Company. He returned to Beloit to reside and engaged in the wholesale and retail lumber business on his own account.

Due to the small attendance, the meeting of the Northeastern and Upper Wisconsin Loggers' Association, scheduled to be held at Marinette, Wis., on May 10, was postponed until a later date, when the full program will be given. Only seven members were present, the remainder having been kept away by a heavy rain-storm on the previous night. J. W. Gleson, Goodman, Wis., opened the meeting as president and by common consent ordered the adjournment.

The Hardwood Market

< CHICAGO >

There is plenty of business in Chicago and at sufficiently high prices to keep the local trade satisfied with the situation. No items coming into this market are showing any dragginess, those which a short time showed some tendency to lag having since developed considerably more pep. Altogether the local situation is in good shape except for troubles in getting lumber through, but the general report is that such difficulties are gradually being ironed out.

< BUFFALO >

The hardwood demand is about as active as a month ago, with some improvement in transportation conditions. Local yards have been receiving large stocks, the lumber often coming in faster than was desired, making it necessary to use all the available men in handling it. At present it is somewhat easier to make shipments to New England points, but it is impossible to say how long the railroads will remain free from embargoes. For a good many weeks railroads have been moving stocks eastward very slowly, with many points not open to traffic at all.

The general list of hardwoods is holding strong in price and the demand is well distributed. The leading woods at most yards have been oak, ash, maple and poplar, while others have also participated to a fair extent.

Hardwood (including oak, poplar and hickory) has been one of the leading items of export from the United States since the outbreak of the war. It is estimated that the value of the exports of these woods for the first four months of the year was \$10,000,000. The lumbermen are doing well and are looking for more work. The war has increased the demand for these woods and the government is the greatest buyer.

< PITTSBURGH >

Everything that the railroad men have to do is to get it to the mill. The thing that worries them is how to get the lumbermen to take part in the transaction. Shippers are the weak element in the lumber trade and every thing coming into the Pittsburgh market is in competition with it to the present. The bulk of the business of the lumbermen is still from industrial concerns. Mining trade is not so good. Very little is expected to be better if shipments could be made but they can't do some things are going rather off hand. Railroad men are glad to see any projects are awaiting the O. K. of the Government. Business everywhere is strong. New quotations are well held and the bulk of the country mills hold out that probably nearly all hardwood will be higher before August.

< BOSTON >

Outside of a few temporary openings in the mills and some schemes for getting through cuttings, this territory is for the most part completely from the South and West. The consequences of the war are the reverse activity in native lumber and a very general stagnation of prices. In fact, business is in a suspended state with hopes arising from a predicted easing in traffic conditions later in the season to a continuous blockade till the end of the war.

< BALTIMORE >

Like everything else, the transaction of business by the hardwood men here is attended with serious difficulties, and on the whole it may be assumed that the movement is appreciably curtailed as a consequence. No improvement has taken place in the railroad situation, it being as difficult as before to get cars and to have them moved. Members of the trade spend a good part of their time seeing government and other officials with a view to securing permits for shipments, but such efforts are frequently unsuccessful. That the amount of business done is as large as it is will under the circumstances occasion a measure of surprise. There is no trouble about getting orders. They are offered with a frequency that suggests extensive needs. But the dealers and millmen appealed to find it impossible in many instances to arrange for delivery and are not in a position to accept these orders. The checks upon shipments, of course, tend to emphasize the demand, and one effort is to force values up to levels hardly considered possible two years ago. All of the woods are very firm, with the tendency upward, which is not at all strange in view of the steadily rising cost of production and distribution. Poplar in particular is called for with great freedom and excellent prices are being realized. Oak and ash are in very good request, with the output of the mills being disposed of about as fast as it is ready for the market, so that no extensive accumulations are to be noted. Mills find themselves confronted with a scarcity of workers, and those that are to be had do not begin to equal the old crews in point of efficiency. By some of the millmen this loss in efficiency has been estimated at as much as one-third. That despite the prevailing drawbacks, a disposition exists to launch new enterprises, the expectation being that for a long time to come the level of values will remain high, so that notwithstanding the advanced cost of stumpage and other items the prospect of coming out is very promising. In the export trade there are no developments which might be regarded as giving the situation a modified aspect. As the war continues the restrictions imposed upon shipments increase in stringency, so that there is small chance now of getting hardwoods in any quantities aboard vessels.

< ASHEVILLE >

Shippers in this immediate section are practically cut off from the eastern markets by reason of the dwindling supply of railroad permits for shipments. The outlook is perhaps more discouraging than it has been before this season, but the lumbermen feel certain that the government will find a way to allow them to conduct business in sufficient volume to keep the wheels of industry going. With this confidence, every mill that will run is being operated, although not on full time. The North Carolina trade is absorbing a large quantity of stock from the mountains of this territory. A new regulation on permits for eastern shipments is expected soon.

< COLUMBUS >

Strength is the chief characteristic of the hardwood trade in central Ohio territory. Buying on the part of manufacturing plants is active and some orders are received from the retail dealers. On the whole prices

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4/4 to 12/4 All Grades
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Manufacturers of Hardwood Lumber, Oak & Poplar especially
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High Grade
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Specialties

OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

range high and shipments are difficult to secure. The tone of the trade is generally good and prospects for the future are bright.

Concerns making boxes and implements are buying liberally, as they desire to accumulate some stocks of hardwoods to guard against an emergency. Factories making furniture and vehicles are also buying rather actively. Reserve stocks in the hands of factories are limited and all purchasing agents are anxious to get some surplus ahead. Retail stocks are fairly good and buying for retail accounts is mostly to fill out broken stocks. Some dealers have been having a steady demand, as building operations, especially in the rural sections, are showing more activity. On the whole building is in the hands of federal officials and a stop has recently been put on certain construction work. This is especially true of hotel buildings, which are claimed to be non-essential in winning the war. Consequently some dullness has appeared in retail circles. There is a considerable number of dwellings and apartments being planned and being up and that is expected to help the retail trade.

Engarages and car shops are holding up shipments to a large degree. This is especially true of shipments from the hardwood sections of the South. Government work is taking the bulk of the hardwoods that are being collected. Collections are fairly good under the circumstances. Quartered and plain oak are both in good demand and prices range higher. Chestnut is firm and the same is true of basswood. Poplar is strong, especially the lower grades.

< CLEVELAND >

Activity in the hardwood markets here is in the low-grade materials. During the last fortnight this demand has reached unusual proportions, and prices have firmed up accordingly. This is particularly the case in basswood, poplar and material used for crating. The order from the government at Washington, to factories on government work, that production and deliveries must be speeded up, is believed to be the basis for this sudden impetus to the low grade hardwoods. Red cedar and coast products, which hitherto had been somewhat neglected, are now being picked up readily, and offers in transit are being taken as well, as consumers do not seem disposed to depend upon shipment from the mills, on account of the car shortage. Supplies of the better grades of hardwoods are more plentiful, such as oak, maple and the liche, because there is not the good outlet for it, on account of the building strike. Another reason advanced here for the shortage of hardwoods is that it is believed the government has ordered much material from the mills closed, and that it would be taking larger amounts to meet the war time needs upon equipment and operation.

< EVANSVILLE >

Hardwood lumber manufacturers in southern Indiana, southern Illinois and western Kentucky report trade conditions steadily improving and that busy for some time. There is some relief in the freight congestion in the East. The up-town mills in Evansville continue to operate on steady time, while the river mills remain closed down. Logs are more plentiful than they were a month ago. The demand for the best grades of hardwoods remains good. Quartered white oak, plain white oak, ash, hickory, elm, maple and poplar have been moving briskly. A large manufacturer stated the other day that it is an easy matter to sell lumber, but the great problem for the past few weeks has been to ship the lumber out promptly after it had been sold. Walnut is in better demand, quartered spruce is in good call and gum is some better than it was a month ago. The prediction is made in some quarters that prices on gum will be advanced in a short time. Cottonwood is also in good demand, box factories in this community using large quantities of this lumber for war orders. Taken as a whole the situation is very encouraging. Most of the wood consuming plants are still being operated on good time and some of them have recently been given orders for war materials. Furniture factories are busy and they report the trade in the Southwest and West opening up some. The retail trade has been fair, but building operations have not improved to a great extent. Sash and door dealers report some improvement in out of town trade. Collections are good and crop conditions are promising.

< MEMPHIS >

The hardwood market continues very firm. Prices are well maintained and practically every lumberman here is of the opinion that they must not only stay as high as they are, but that they must go still higher if there is to be a fair margin of profit over the cost of production. Costs are mounting at a rapid rate. Practically every cost element is working upward. The sharpest advance, however, has been in labor. And with this advancing tendency there has developed a most serious shortage of help—a shortage that is adversely affecting output by cutting down the operating hours of plants and by reducing the quantity of timber available for the mills. The transportation situation, as touching the inbound movement of logs, is appreciably better. But this improvement is finding the lumbermen with a constantly decreasing quantity of timber ready for shipping and some members of the trade regard this development as a most serious one.

There is an exceptionally strong demand for the lower grades of cottonwood and gum. Box interests are the principal users, but they are accumulating everything offered and they are paying very high prices therefor.

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thoroughly familiar with inspection of cypress and larch/yellow pine to take charge of yard at Cincinnati. Address: "BOX 50," care Hammond Riverport.

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sawmill Superintendent for hardwood operation that will include getting out ties, poles, pulp wood, etc. Good proposition to right man, covering several years' operation. Near Canadian Pacific Railway. Write fully, giving experience and references. Address: "BOX 53," care Hammond Riverport.

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500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

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Write us what you have to offer.
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1 or 2 cars oak or ash wagon poles. JOHN I. SHAFER HARDWOOD CO., South Bend, Ind.

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1/2", 5/8", 3/4", No. 1 Com., dry stock for July shipment.
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1 car 48" x 10" Oak rails
2 cars 4" Inl. Ohio or Tenn. Oak
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FOR SALE

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Several carloads of thoroughly dry, clear redwood boards, any width up to 16" and any thickness. Large stock so prompt shipment is assured. Write THE PACIFIC LUMBER COMPANY, 3612 So. Morgan Street, Chicago, Ill., for further particulars.

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50,000' 5 1/4" log run Elm.
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McLain, J. B., Co., 7-19
McLain, J. B., Lumber Company, 7-12
Parker, Linton & McCowen, 1
Prest-Lumber Company, 54
Rich-Kidder Lumber Company, 12
Ripley & Eppley, Inc., 11
Sandhauer, C. F., Co., 11
Stark, James E. & Co., 12
Stinson, J. V., 7-40
Stinson, J. V., Hardwood Co., 19
Stinson-Veney & Lumber Co., 19
Three States Lumber Company, 6-60
Wheeler, J. W., & Co., 7-19

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Anderson-Tully Company, 2-12-59
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Attrition Lumber Company, 7-50
Atlantic Lumber Co., Buffalo, 4
Baldock Lumber & Land Co., 8-8
Baker-Matthews Lumber Co., 6-16
Beakmont Lumber Company, 16
Bellegrade Lumber Company, 11
Bliss-Cook Oak Company, 7-60
Blakeslee, Perlin & Darling, 1
Bonner, J. H., & Sons, 6-11
Boyle, Inc., Clarence, 58
Brown Bros. Company, 51
Brown, Geo. C., & Co., 11-15
Brown, W. P., & Sons Lbr. Co., 5
Brown & Hoakley, Inc., 11
Buffalo Hardwood Lumber Co., 4
Coulson Lumber Co., 11
Crane, C., & Co., 6-52
Cresnow-Gary Lumber Co., 10
Darby, H. W., Hdwd. Lumber
Co., 12
Darnell, R. J., Inc., 10
Davis, Edw. L., Lumber Co., 5
Dookey, F. T., Lumber Company 12
Dudley Lumber Company, 10
Elias, G. & Bro., 4
Fathauer, Theo., Company, 45
Ferguson & Palmer Company, 12
Galloway-Pearse Company, 6
Gayoso Lumber Company, 10
Goodlander-Robertson Lumber
Company, 6-11
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Howe Lumber Company, 10
Krautzer-Cured Lumber Co., 10
Kurz-Downey Company, 10
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Long-Knight Lumber Company, 10
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McLain, Hugh, Lumber Co., 4
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Miller, Sturm & Miller, 4
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Norman Lumber Company, 5
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Prest, Linton & McCowen, 1
Prest-Lumber Company, 54

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Rob-Kon Lumber Co., 10
Roche & Bros., 10
Salt-Lick Lumber Co., 10
Saulsbury, E. F., Lumber Co., 11
Scheidt, Harmond, Lumber Co., 1
Company, 54
Stark, James E. & Co., 12
Sterner Lumber Co., 10
Stinson, J. V., Hardwood Co., 19
Stinson-Veney & Lumber Co., 19
Sullivan, T. & Co., 1
Swann-Roach Lumber Co., 7-17
Taylor & Crute, 1
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Co., 8
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Willett, W. R., Lumber Co., 5
Williams Lumber Company, 1
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Wisconsin Lumber Company, 1
Wistar, Underhill & Nixon, 5
Yeager Lumber Co., Inc., 4

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Dean-Spicer Company, Theo., 1
Evansville Veneer Company, 33
Hoffman Bros. Company, 7-16
Huddell-Marsh Mahogany
Co., 29
Long-Knight Lumber Co., 10
Louisville Veneer Mills, 10
Mengel, C. C., & Bro. Co., 5
Nickley Bros., Inc., 26
Northwestern Coopera-
ge & Lbr. Company, 12
Ohio Veneer Company, 52
Palmer & Parker Co., 50
Pond Walnut & Veneer Co., 29
Pickrel Walnut Company, 29
Rayner, J., Company, 58
Stark, James E. & Co., 12
St. Louis Basket & Box Co., 33
Stinson Veneer & Lumber Co., 10
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Hoffman Brothers Company, 7-16
Huddell-Marsh Mahogany
Co., 29
Mengel, C. C., & Bro. Co., 5
Palmer & Parker Co., 50
Pond Walnut & Veneer Co., 29
Pickrel Walnut Company, 29
Purcell, Frank, 10
Rayner, J., Company, 58

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Bliss & Mitchell, Inc., 11
Bonner, William, 1
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ge & Lumber Company, 12
Salt Lick Lumber Company, 7-60
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Hill-Curtis Co., 11
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Hill-Curtis Co., 11
Sinker-Davis Company, 1
Sole Steam Feed Works, 51

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Mershon, W. B., & Co., 11

LOGGING MACHINERY.

Lidgerwood Manufacturing Co., 60

DRY KILNS AND BLOWERS.

Dry Kiln Rapid Carrier Company, 10
Grand Rapids Veneer Works, 1
Phila. Textile Mch. Company, 48

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Ins. Company, 1
Indiana Lumbermen's Mut. Ins.
Company, 50
Lumber Mutual Fire Insurance
Company, 29
Lumberman's Mut. Ins. Co., 28
Pennsylvania Lumbermen's
Mut. Fire Ins. Company, 10

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Lauderburn, D. E., 51

TIMBERLANDS.

Lacey, James D., & Co., 17
Lacey, James D., & Timber Co., 24
Lauderburn, D. E., 51

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Buff Co., Frank R., 28
Chafee, S. D., & Co., 28
Dry Kiln Rapid Carrier Co., 10
Lumbermen's Credit Assn., 17
Maurel, Carl J., 10
Perkins Globe Company, 10

(Continued from page 56)

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 18 and 2S. HUDDLESTON-MARSH MAHOAGANY CO., Chicago, Ill.

GUM

QTD. FIG. any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOAGANY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

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INCORPORATED

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ALL WOODS

SEND FOR STOCK LIST

MAHOAGANY LUMBER
CARROLL AVE. AND SHELTON ST.
CHICAGO

A floor to adore



For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company
22nd and Throop Sts., CHICAGO, ILL.

BAND SAW MILLS
Wildville, La.—Vardo, La.—Meridian, Miss.

CLARENCE BOYLE
Incorporated

Manufacturers and Wholesalers
Southern Hardwoods
and Yellow Pine

1205 LUMBER EXCHANGE BLDG.
CHICAGO

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Oak, Ash, Cottonwood, Elm, Gum
General Offices, 111 W. Washington St.
Manufacturers

CHICAGO, ILLINOIS
BAND MILLS
Helena, Arkansas : : : Clayton, La.

COUNTERFEIT CHECKS

are frequent except where our

Two Piece Geometrical Carter Coin

is in use, then imitation isn't possible. Sample if you ask for it.

S. D. CHILDS & Co.
CHICAGO

We also make Time Checks, Stracals and Log Numbers



Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

We Offer for May Shipment

40,000' 4/4 No. 1 C. & B. End Dried White Maple
 45,000' 5/4 No. 1 C. & B. End Dried White Maple
 40,000' 5/4 No. 1 C. & B. End Dried White Maple
 60,000' 6/4 No. 1 C. & B. End Dried White Maple
 150,000' 1 1/2" up No. 1 C. & B. Hard Elm
 200,000' 4/4 to 1 1/4 No. 2 C. & B. Soft Elm
 40,000' 4/4 No. 2 C. & B. Birch
 113,000' 5/4 No. 2 C. & B. Beech

Write us for prices today

East Jordan Lumber Co.

Manufacturers "IMPERIAL" Maple Flooring

East Jordan

Michigan

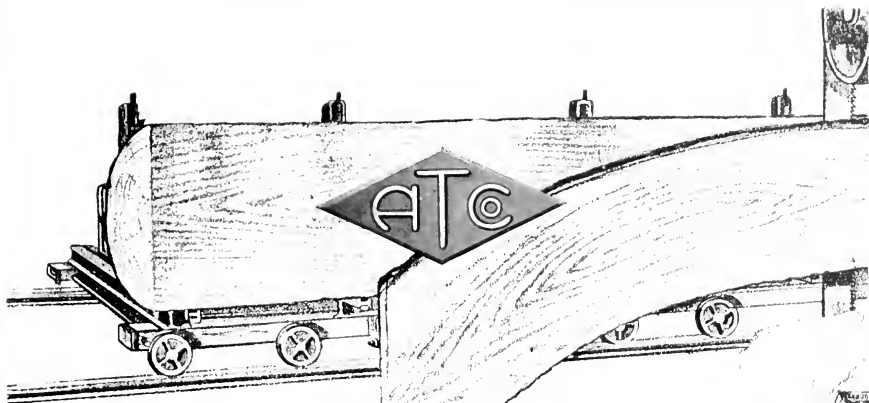
VON PLATEN LUMBER CO.

IRON MOUNTAIN

MICHIGAN

Manufacturers of
NORTHERN HARDWOODS

75 M ft. of 4/4 No. 1 Com. & Btr. Birch
 150 M ft. of 4/4 No. 1 & 2 Com. Birch
 100 M ft. of 5/4 No. 1 & 2 Com. Birch
 75 M ft. of 5/4 No. 1 Com. & Btr. Birch
 100 M ft. of 6/4 No. 1 Com. & Btr. Birch
 100 M ft. of 8/4 No. 2 Com. & Btr. Birch
 60 M ft. of 10/4 No. 1 Com. & Btr. Birch



FROM THE HEART OUT A MARK OF MERIT

THE ATCO trade-mark is figuratively the emblem of accomplishment. Starting years ago in an extremely modest way, we have built our organization to the point where it now produces SEVENTY MILLION FEET of HARDWOOD LUMBER ANNUALLY on five modern band mills, and turns out vast quantities of veneer and panel products, such as

Rotary Gum Core Stock and Drawer Bottoms Panels and Crossbanding

This accomplishment is an attainment of integrity and progressiveness in business methods. Admittedly our methods must have benefited our customers, else our sustained growth would not have resulted, for it has been accomplished by adding new accounts to those already on our books and which seldom leave us. The basis of our success has been

PERSONAL SUPERVISION, MADE EFFECTIVE BY EXPERIENCE AND SKILL, ATTENDING EVERY DETAIL IN THE MANUFACTURE OF OUR LUMBER AND VENEERS.

This has ever been our slogan and will so continue.

If you feel that an organization with such a record and of such extensive proportions might be peculiarly fitted to cope with your raw material problems of today, we will be pleased to more fully describe wherein we might help you.

SERVICE FROM MILL TO FACTORY

ANDERSON TULLY CO.

MEMPHIS, TENN.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD



STIMSON'S MILLS

Four organizations with the single purpose of meeting the wants of the most scrupulous buyer of all domestic hardwoods—

Indiana & Southern Hardwood Lumber and Rotary Veneer

J. V. STIMSON, Huntingburg, Indiana
STIMSON VENEER & LUMBER CO.
Memphis, Tennessee

J. V. STIMSON HARDWOOD CO.
Memphis, Tennessee, & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of
SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following is a List of a Few of the Items We
Now Have in Stock:

Dry, Ready for Prompt Shipment

COTTONWOOD	OAK
4 Cars 1" Boxboards, 13" to 17"	5 Cars 1" FAS. Red
3 Cars 1" Boxboards, 8" to 12"	2 Cars FAS. White
4 Cars 1" FAS. 6" to 12"	2 Cars 1 1/2" No. 1 C. & Btr. Red
5 Cars 1" No. 1 Common	5 Cars 1" No. 1 Com. Red
5 Cars 1 1/2" No. 1 Common	2 Cars 1" No. 1 Com. White
4 Cars 1 1/2" No. 2 Common	5 Cars 1" No. 2 C. Red & White
2 Cars 1 1/2" No. 2 Common	2 Cars 2 1/2" No. 1 Com. & Btr.
3 Cars 2" FAS.	Plain Red Oak
	2 Cars 3" No. 1 Com. & Btr.
	Plain White Oak
GUM	5 Cars 2" Log Run Elm
6 Cars 1" FAS. Sap	5 Cars 1" Log Run Elm
5 Cars 1 1/2" FAS. Sap	3 Cars 1 1/2" Log Run Elm
3 Cars 1 1/2" FAS. Sap	4 Cars 1 1/2" Log Run Elm
6 Cars 1" No. 1 Common	3 Cars 2" Log Run Maple
5 Cars 1" No. 2 Common	2 cars 12 4" Log Run Maple
2 Cars 1 1/2" FAS. Red	2 cars 6 4" Log Run Maple
2 Cars 1 1/2" FAS. Red	2 cars 5 4" Log Run Maple
1 Car 1 1/2" No. 1 Common	3 Cars 1" No. 1 Com. & Btr.
3 Cars 2" FAS. Qtd. Red	Sycamore
2 Cars 2" No. 1 Com. Qtd. Red	5 Cars 1" No. 2 & No. 3 Com.
	Sycamore
	2 cars 2" Select & Better Cypress

Our stock is manufactured from a nice class of timber and therefore runs to nice grade and extra good widths and lengths.

We solicit your request for delivered prices



Lidgerwood Cableway Skidders

with Mechanical Slack Puller
Multiple Skidding Lines

These exclusive features of the Lidgerwood Skidders reduce time of hooking on logs to a minimum.

Send for catalogues

LIDGERWOOD MFG. CO.

Originators of Overhead and Ground Steam Logging Machinery

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Salt Lick Lumber Co.

SALT LICK KENTUCKY

MANUFACTURERS OF

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WHITE AND RED

Oak Flooring

Complete stock of 3/8" and 13/16" in all standard widths

BLISS-COOK OAK CO.

BLISSVILLE, ARKANSAS

MANUFACTURERS

Oak Mouldings, Casing, Base and Interior Trim. Also Dixie Brand Oak Flooring.

As Well As

OAK, ASH and GUM LUMBER

Can furnish anything in Oak, air dried or kiln dried, rough or dressed

MIXED ORDERS OUR SPECIALTY

Hardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, JUNE 10, 1918

Subscription \$2.
Single Copies, 15 Cents.

ST. FRANCIS BASIN HARDWOODS

Kraetzer
Cured
Gum
Straight
Flat
Bright

Red and White Oak
Soft Elm
Soft Maple
Sycamore
Pecan
Figured Gum
Hackberry



GEO. C. BROWN & CO.
MEMPHIS · TENN. ·

ESTABLISHED 1798

J. Gibson McIlvain & Co.

LUMBER
Hardwoods A Specialty

PHILADELPHIA, PENNSYLVANIA

Manufacturers

Wholesalers

**ROTARY GUM CORE STOCK
CROSSBANDING**

BUILT-UP PANELS and DRAWER BOTTOMS



The Anderson-Tully Company
MEMPHIS, TENN.

Manufacturers of Southern Hardwoods, Veneers and Panels

Thirty years' experience in cutting Rotary—

Timber of the first quality—

Modern equipment—

Thorough and scientific drying—

Staunch crating—

—Thus are we enabled to render you Service—Quality Backed by

THE GOLDEN RULE

Michigan Hardwoods *Cadillac Quality*

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.
Sales Department, Cadillac, Michigan

WM. WHITMER & SONS

INCORPORATED

Manufacturers and Wholesale-
sellers of All Kinds of

"If Anybody Can,
We Can"

HARDWOODS

West Virginia Spruce and Hemlock
Long and Short Leaf Pine Virginia Framing

Finance Building

PHILADELPHIA

NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

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Jacksonville, N. C. } MILLS }
Hertford, N. C. } Porterwood, W. Va.
Wildell, W. Va.
Mill Creek, W. Va.

Willson Bros. Lumber Co.

MANUFACTURERS

MAIN OFFICE:

PITTSBURGH, PA.

Salt Lick Lumber Co.

SALT LICK

KENTUCKY

MANUFACTURERS OF

Eureka
WHITE AND RED

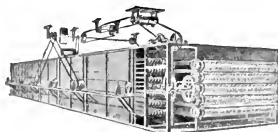
Oak Flooring

Complete stock of 3/8" and 13/16" in all
standard widths

Proctor DRYERS for VENEER

No checks or
splints. Enor-
mous output.
Low labor cost.

The Philadelphia
Textile
Machinery Co.



Philadelphia

BUFFALO

The Foremost Hardwood Market of the East

Yeager Lumber Company

INCORPORATED

EVERYTHING IN HARDWOODS

932 Elk Street

**Standard Hardwood
Lumber Co.**

OAK, ASH AND CHESTNUT

1075 Clinton Street

T. SULLIVAN & CO.

Hardwoods

Ash and Elm

NIAGARA—CORNER ARTHUR

**Atlantic Lumber Company
HARDWOODS**

WEST VIRGINIA SOFT RED AND WHITE OAK

Our Specialty: West Virginia and Pennsylvania Cherry

1055 Seneca Street

Taylor & Crate

HARDWOODS OF ALL KINDS

A stock of 12,000,000 to 20,000,000
feet of hardwoods carried at all
times at our two big Buffalo Yards

Established 50 Years Rail or Cargo Shipments

Miller, Sturm & Miller

Hardwoods

of All Kinds 1142 Seneca St.

G. ELIAS & BRO.

HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring

955-1015 Elk Street

Hugh McLean Lumber Co.

OUR SPECIALTY:

QUARTERED WHITE OAK

940 Elk Street

Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.

1100 Seneca Street

BUFFALO HARDWOOD LUMBER CO.

SPECIAL FOR SALE

2" to 4" No. 1 Common and Better Elm
2", 2½", 3" and 4" No. 1 Common and Better White Ash
2½" and 3" No. 1 Common and Better Plain Oak

Hardwoods & Red Cedar

Plain and Qtrd. Oak has been our hobby for years

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.



A. M. RICHARDSON LUMBER CO.

HELENA ARKANSAS

Integrity Quality Service Efficiency

STARTING four years ago at Helena, the A. M. Richardson Lumber Company, manufacturer and wholesaler of southern hardwoods, has made notable progress. This culminated in the reorganization of the company on April 1, at which time a substantially increased capital stock and a strengthened personnel was added. The officers are:

A. M. Richardson, president and treasurer; W. M. Daily, secretary; S. A. Godman, second vice-president and sales manager, and Mrs. A. M. Richardson, first vice-president. All of the men have extensive lumber experience.

The company has just purchased two sections of fine virgin timber in Arkansas, and has already started logging. The material will be manufactured at Helena, where the company carries a stock of from 2,500,000 to 3,000,000 feet of hardwoods all manufactured by itself.

The company has also opened a branch office at Natchez, Miss., where J. R. Stackhouse is local manager. It is taking the output of three mills and carries there a stock of 4,000,000 feet, mainly cypress, oak, gum, ash, etc. The company's stock always on hand runs from 6,000,000 to 8,000,000 feet.

The company's main effort is to so thoroughly train the members of its organization that uniform and thoroughly reliable service will be made available in the interest of all customers.

It is these vital sparks of industry that are keeping the lights burning and the wheels humming at Helena. It was the steadfast adherence to these principles that has made Helena the greatest producing center of Hardwoods and Hardwood Veneers west of the Mississippi river.

The satisfaction of profitable trade binds our customers to us. From all Hardwood consumers who appreciate a product in which these qualities are inherent, we respectfully solicit correspondence.

A. M. Richardson Lumber Co.
Chicago Mill & Lumber Co.
Theo. Fathauer Co.
Penrod, Jurden & McCowen

J. V. Stimson Hardwood Co.
Kurz-Downey Co.
Galloway-Pease Co.
Rex Hoop Co.

Howe Lumber Co.
Archer Lumber Co.
Van Briggles Veneer Co.

A—Manufacturer of Implement Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimensions.

USE OAK

* Has Individual Display Ad on Page Designated.

Long-Bell Lumber Company

Band Saw, Operates in Southern Hardwoods
Kansas City, Missouri

A, B, C—
15 years' supply assured by 32,000 acres Virgo St. Francis Basin Timber, Italy Oak
Tschudy Lumber Company, MISSOURI
Manufacturer, Kansas City,

The hardest oak lacks much of being as hard as lignum vitae, the strongest is weaker than locust; the heaviest is lighter than mango; but in average wood qualities it would be hard to find a wood superior to oak.

(See page 11)
We have a fine stock of 4 1/2 No. 1 Com. Plain White Oak; 4 1/4 PAS Quartered White Oak.

GALLOWAY-PEASE COMPANY,
Manufacturer, Poplar Bluff, MISSOURI

The sorrest of all the oaks of the United States are believed to be Bartram oak and the Price oak. All known specimens of these two trees could stand on a single acre and still leave considerable ground unoccupied.

(See page 11)
We carry a complete stock of plain and quartered Red and White Oak in all specifications. Our facilities for prompt shipments are second to none.

BAKER-MATTHEWS LBR CO., Sikeston,
Missouri, Tenn. Manufacturer, MISSOURI

Why do your children like Oak better? For the same reason that you did—they know it is not easily scratched or marred. Think it over.

C—Special
1 car 6 1/2" Qld. Red Oak Best Stock
1 car 6 1/2" Qld. White Oak Best Stock
1 car 4 1/2" w. Pl. Flat Oak

ARKIA LBR. & MFG. CO.,
St. Louis, MISSOURI

A, B & C—Triple Band of
The Meadow River Lumber Company
Rainsville, W. Va.
Manufacturer High-Grade Hardwoods

There are eight evergreen oaks in the United States, more than half of which are confined to the region, west of the Rocky Mountains.

Several oaks in different parts of the United States are known locally as "rock oak," but that is not the proper name of any.

(See page 11)
The pin oak is not so named because it is famous for pins or tree nails, but because its limbs and branches have little swell or enlargement at their bases, and look like pins driven into the bole or into the larger limbs.

A, B & C—
Carr Lumber Company, Inc.
Bilmar, New Mexico
Pigash Forest, N. C.
Manufacturer

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak.

100,000 ft. 1" No. 1 & 2d. Qld. White Oak
50,000 ft. 1" No. 1 Com. Qld. White Oak, 8" & wdr.
JOHN B. RANSOM & CO.,
Manufacturer, Nashville, TENNESSEE

The "Conestoga wagon," famous a century ago, and sometimes called "prairie schooners," were made wholly of oak and iron, and were good for a quarter of a century of hard usage. They were made at Conestoga, Pa.

A, B & C—
Chas. F. Luehrmann Hardwood Lbr. Co.
Manufacturers and Wholesale Lumber Dealers
St. Louis, Missouri

B & C—SPECIAL
5 cars 4 1/2" & 2" No. 1 Common Red Oak
5 cars 4 1/2" & 2" No. 1 Common Chestnut
10 cars 4 1/2" & 2" for Pop. Sour Gum
ALTON LUMBER CO.

Buckhannon WEST VIRGINIA
Oak forests of fully matured trees, bearing perfect acorns, occur in Northern Oldham and Southern Kansas, and the tallest of the trees little exceed two feet in height.

(See page 11)
Goodlander-Robertson Lumber Co.
Manufacturer of Hardwoods
Memphis, Tennessee

Watch the present market for oak—it's getting stronger every day. Time to stock up!

It would not make much difference so far as the song is concerned, but it would satisfy some people's curiosity if the matter could be settled whether the "Old Oakon Yellow" was made of white oak or of red oak.

We have for fall shipment large stock 10/4 and 12 1/2 C. & Int. Oak; other thicknesses from 4/4 to 8/4 in all grades.

FARRIS HARDWOOD LUMBER CO.,
Manufacturer, Nashville, TENNESSEE

The oldest piece of oak shaped by human hands is believed to be an oak canoe discovered a few years ago buried in mud at the bottom of a river in England, and believed to be 3,000 years old.

For 25 years we have made Oak and still specialize in this, the best of American hardwoods. Our prices, grades and service are worth considering.

LOVE, BOYD & CO.,
Manufacturer, Nashville, TENNESSEE

No other wood of the United States is as suitable for quarter sawing as white oak. Some of the red oak lumber carries well up to white oak in that respect, but as a general proposition they fall considerably below it.

For anything in OAK write these representative firms

(See page 11)
QUARTERED OAK OUR SPECIALTY
Memphis Band Mill Company

Manufacturer, Memphis, TENNESSEE
Practically the oak cut in Europe, west of Russia and the Balkans, belongs to a single species, though the qualities of the wood from various regions differ greatly and bear different names.

Specials
3 cars 4 1/4 No. 1 Com. Qld. Red Oak
2 cars 4 1/4 No. 2 Com. Qld. Red Oak
BAVOY LAND & LUMBER CO., OHIO
Manufacturer, Cincinnati,

Machine manufactured oak flooring is a modern invention, but hand-dressed oak has been used for floors since ancient times. Doubt is cast on the wisdom of common because he did not use oak instead of cedar in his temple.

(See page 55)
C. Crane & Co.
Hardwood Lumber
Band Mills at Cincinnati, O.

Botanists who are looked upon as authority in such matters, have agreed to change the book name of Northern red oak from *quercus rubra* to *quercus borealis*.

Manufacturers of Plain and Quartered Oak
Also
Oak Timbers and Bridge Plank
SABINE TRAM COMPANY, TEXAS
BEAUMONT

The largest oaks of the United States are found in California, where they are known as valley oak. Trunks may be from six to ten feet in diameter.

(See page 11)
New stock of dry 4 1/4, 5 1/4 & 6 1/4 Plain Red and White Oak on hand at Bartlett, Ark., for prompt shipment.
THREE STATES LUMBER CO. TENNESSEE
Manufacturers, Huntington, W. Va.

The golden oak which grows in California, is not so named because of the color of its wood, but on account of the yellow fuzz on the under side of its leaf.

B & C—
We Manufacture Hardwood From Fine West Virginia Timber.
WARK LUMBER CORPORATION
Waynesburg, W. Va.

White oaks ripen their acorns in a single season, while those of red oaks hang on the trees and grow during two summers. They are usually quite small at the close of the first growing season.

Yellow Poplar Lumber Company
Coal Grove, Ohio
Manufacturer

Oak makes the heaviest of bridge timbers or the finest of period furniture. Is there any other wood so versatile?

The color of the artistic English wood known as brown oak is said to be due to incipient decay which has spread through the texture of the wood.

There are no new problems to overcome in curing or caring for Oak Lumber. It has been too long used.

A & B—
If you want Sound, Soft Textured White & Red Oak, both in Plain and Quartered, write
DUHMEIER BROTHERS & CO., OHIO
Manufacturers, Cincinnati

Were all the Oak timber to be destroyed overnight the effect on business in general would be chaotic.

The Band Mill, Planing Mill and Dry Kiln of the
Williams Lumber Company
is located at
Fayetteville, Tennessee

Why has Oak always led in offerings at the furniture shows? Ask anyone who sells furniture.

All lumber piled to same lengths and similarly loaded in cars.
CLAY LUMBER COMPANY, W. VA.
Manufacturer, Middle Park,

A & C—
Manufacturers of Hardwood Lumber; also Millwork, Finish Trim and Oak Flooring.
WEST VIRGINIA LUMBER CO., W. VA.
Charleston,

A—150,000 ft. 4 1/2 No. 2 Com. Plain Oak
Specialists in Bone Dry Good Widths & Lengths
BARK-HOLADAY LUMBER CO., OHIO
Manufacturer, Greenfield,

Clothes don't make the man, nor does finish make the furniture—but it helps. See the latest.

We are cutting off 20,000 acres of the finest Oak in West Virginia for the very best size
AMERICAN COLUMN & LUMBER CO., W. VA.
Manufacturer, St. Albans,

There is a species for every need—a grain and figure for every taste. Are you familiar with them all?

(See page 8)
Babcock Lumber Company
Pittsburgh, Pa.
Annual Capacity, 150,000,000 Feet
Manufacturer

Do you know of any other wood that pleases in so many ways and in so many garbs as does Oak?

Pardee & Curtin Lumber Company
Sales Office—Clarkburg, W. Va.
Band Mills—Curtin, Coal Siding and Hominy Falls, W. VA.

Good eating and good oak go well together. They make an especially logical combination in these days of high prices.

Specialties
Quarter-sawn White Oak, Plain Red and White Oak
C. L. RITTER LUMBER COMPANY,
ROCKCASTLE LUMBER COMPANY,
Manufacturers, Huntington, W. Va.

(See page 11)
Kentucky Soft Textured White Oak, Red Oak and Poplar—White Oak, Yellow Oak, White Oak, Turkey, 1910 Ft.

ARKIA LBR. & MFG. CO., Pittsburg, Manufacturer and Wholesaler PENNSYLVANIA
Oak was spoken of with affection in the Scriptures and will be held in esteem by our children's children generations hence.

Manufacturer of Engineered Stock
 Manufacturer of Car Metal
 Manufacturer of Factory Dimensions

"USE OAK"

* Has Individual Display Ad on Page Delimited.

Oak lumber in commercial quantities is produced by forty states, and more than 13,000 mills cut it. The number of oak mills in North Carolina exceeds the number in any other state.

Did you ever rest your eyes on a soft toned Oak waisting? Try it and then tell your customers about it.

1200-1201
 Pine Veneers and Hardwood Lumber
Wood-Mosaic Company, Inc.
 New Albany, Ind
 Manufacturer

1200-1201
 Veneers and Hardwood Lumber
Hoffman Brothers Company
 Manufacturer
 Ft. Wayne, Ind.

Oak is just as ornamental today as it was useful five centuries ago—just as useful today as it was ornamental then.

1200-1201
 Manufacturers of Hardwood Lumber and Flooring
The Mowbray & Robinson Company
 Cincinnati, Ohio

Write for List and Prices
North Vernon Lumber Company
 Manufacturer
 North Vernon, INDIANA

Everyone KNOWS what OAK is; that is why it is so easy to sell Oak goods

There will always be a market for all the oak sawmills have any right to cut

There are eight evergreen oaks in the United States, more than half of which are confined to the high west of the Rocky Mountains. Not one of them possesses much value as a source of lumber.

1200-1201
Charles H. Barnaby
 Manufacturers of Band Sawn Hardwood Lumber and Veneers
 Greencastle, Ind.

No one should fancy that the "beech oak" is a new product. It has given that name because its leaves are shaped like those of a beech tree. It is likewise called white oak, because the foliage resembles that of white oak.

We have to offer at present 1 car 4 4 FAS Quartered White oak 1 car 4 4 No. 1 C & Jd. Quartered Red Oak
SWAIN-BOACH LUMBER CO.
 Manufacturer
 Seymour, INDIANA

1200-1201
J. V. Stimson
 Manufacturer and Dealer
 Huntington, Indiana

The oldest oak tree still standing in reality in this country is Abraham's oak, near Jefferson, Mo. It was given that name because its leaves are shaped like those of a beech tree. It is likewise called white oak, because the foliage resembles that of white oak.

No wood is more susceptible to the fuming process than oak, and both red and white oak are suitable for this process.

1200-1201
Miller Lumber Company
 Manufacturer and Dealer in All Kinds of Hardwood Lumber
 Marianna, Arkansas

For anything in OAK write these representative firms

R & C
 Manufacturers of 1 Sawn Pine and Quartered Oak
 Manufacturers of other Hardwood Lumber
Sabine River Lumber & Logging Co., Inc.
 San Antonio, Texas

5 cars 4 4 White oak FAS & No. 1 C
 10 cars 4 4 Pine Red oak No. 1 FAS & No. 1 C
WILLIAMSON-KUNY MILL & LUMBER CO.
 Manufacturer, Mound City, ILLINOIS

The laurel oak is more abundant in Florida than in any other part of the United States, but it is not abundant anywhere. Few logs reach sawmills

Special—50,000 ft. 4 4 FAS Plate White & Red Oak
LAMB-FISH LUMBER CO.
 Manufacturer, Charleston, MISSISSIPPI

1200-1201
Paepcke Leicht Lumber Company
 SOUTHERN HARDWOODS
 General Office, Conway Building, Chicago
 Manufacturer

West Virginia leads all other states in the production of oak lumber, and Tennessee stands second on the list. These two states furnish one-third of all the oak lumber sawed in the United States.

1200-1201
Bedna Young Lumber Company
 Manufacturers Band Sawn Hardwood Lumber
 Sales Office, JACKSON, TENN.
 Please let us have your inquiries.

We Manufacture Hardwood Lumber
C. & W. Kramer Company
 Richmond, Indiana

The oak tree under which John Wesley preached his first sermon in America still stands in Georgia and is an object of great interest to tourists. It is the common southern live oak

We specialize in White and Red Oak and in Quartered Red Gum. We sell your business.
ALEXANDER BROTHERS,
 Manufacturers, Helena, MISSISSIPPI

White oak is the best material of all the oaks. The inner bark is yellow and was a valuable dye material in pioneer times, and it might be worth while to investigate it now, in these days of scarcity in the dye market.

All stock cut from our Virgin Timber on modern machinery
THE LEITCH-WALKER LUMBER COMPANY,
 Manufacturer
 Washington, LOUISIANA

1200-1201
Tallahatchie Lumber Company
 Manufacturers of Band Sawn Hardwoods
 Phillip, Mississippi

Poets have written of oaks a thousand years old, but their stock did not seem to be an authentic record of an age of more than 700 years for oak, based on a count of the annual growth rings.

A B & C
Dermott Land & Lumber Company
 Manufacturer Southern Hardwoods
 Mills, Dermott, Ark.
 Sales Office, Railway Exchange Bldg., Chicago, Ill.

1200-1201
ARLINGTON LUMBER COMPANY
 Manufacturers of Band Sawn Hardwood Lumber
 Mills, Arlington, Ky., and Park
 Place, Ark. Write Arlington, Kentucky

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak. It is so called because it possesses so many small quills, and grows in so many parts of the North.

The Germans use some oak in their airplanes, but it is too heavy and brittle to give much service in that place.

(See page 5)
 6,000,000 Feet of Oak Always on Hand in 1 to 2" Stock
BLISS-COOK OAK COMPANY,
 Manufacturer
 Blountville, ARKANSAS

The turkey oak in the South received that name at an early period because its acorns were small and were easily eaten by wild turkeys.

(See page 6)
 All stock graded up to quality—knocked down to price.
UTLEY-HOLLOWAY LUMBER COMPANY
 Manufacturer
 Conway Building, Chicago, ILLINOIS

W. P. Brown & Sons Lumber Co.
 5 Band Mills manufacturing hardwoods
 Louisville, Ky.

1200-1201
Edgar Lumber Company
 Weason, Arkansas

With articles of the Middle Ages show a wood of high class carrying such an extraordinary load of years, and an intrinsic, they almost invariably selected oak.

1200-1201
Salt Lick Lumber Company
 Salt Lick, Kentucky

1200-1201
J. W. Wheeler & Co.
 Manufacturers Band Sawn Hardwood Lumber and Quartered Pine, Oak and Gum
 Memphis, Tennessee

Manufacturers of staves for better material to contain absolute figures prefer white oak for the reason that the wood of the former permits less seepage than red oak

Our Lumber is Well Manufactured and Well Taken Care of. Write us for prices in anything in hardwoods
THE FORD BREKENT LUMBER COMPANY,
 Alexandria, LOUISIANA

It is a matter of interest that very little Japanese oak reaching this country or Europe comes from Japan. Most of it is from the forests of continental Asia, some being cut as far north as Siberia, and other comes from Korea.

The value of oak crossties in the tracks of railroads has long been understood by engineers. They give the best service because the wood is hard and wears well and holds spikes well and resists decay.

Specials
 100,000 ft. 5/4 FAS Pine Red Oak
 200,000 ft. 5/4 No. 1 C & Jd. Red Oak
 300,000 ft. 5/4 FAS Qd. Red Gum
Windsor Lumber Company, Ltd.,
 Manufacturer, Alexandria, LOUISIANA

The United States government began its forest policy more than a hundred years ago by purchasing the land which it is from the Southern states to guard against scarcity of material for ships.

Band Sawn, Equalized, Poked Leaf White Oak
 Thin Oak and Ash Specials
MANSFIELD HARDWOOD LUMBER CO.
 Manufacturer
 SHREVEPORT, LA.

It has been found out that the famous "charter Oaks" which stood near Hartford, Conn., and which figured so prominently in the early history of New England, was white oak

70% 11 and 16" long Band Sawn Pine Red Oak
HOLLY RIDGE LUMBER CO.
 Manufacturer
 Louisville, KENTUCKY

The cow oak is one of the most valuable hardwoods of the South, and belongs to the white oak group. Its acorns are large, thin shelled, and sweet, and cattle like to eat them.

B & C
 High Grade Lumber
Hyde Lumber Company
 South Bend, Indiana
 Band Mills, Arkansas City, Ark., Lake Providence, La.

1200-1201
Colfax Hardwood Lumber Co.
 Manufacturer Band Sawn Southern Hardwoods
 Colfax, Grant Parish, Louisiana

The manufacturers of plows have long shown preference for oak for the handles. The wood is strong, is easy to bend in the proper form when steamed, and holds that form.

1200-1201
Carrier Lumber & Mfg. Co., Inc.
 Sardin, Miss.
 Kiln Dried Stocks a Specialty
 Manufacturer

The hardness of oaks vary as much as 50 per cent when they are compared among themselves, and there is no less difference among different species when their strength is under consideration.

TRY KNOXVILLE TENNESSEE

You can logically do so because you must ultimately depend more and more on this region for your hardwoods.

No higher type of timber can grow than that abounding in eastern Tennessee. It is found on a soil and in an environment which put quality in the trees generations ago. It is our task merely to see that this quality is utilized to the utmost in making the boards you buy. The best of equipment and highly trained organizations working in one place for years at a stretch make that task easy.

Then too you can be sure of getting the best possible service—always.

Ask about it from any of the following:

The Vestal Lumber & Mfg. Co., Knoxville, Tenn., & Fonde, Ky.

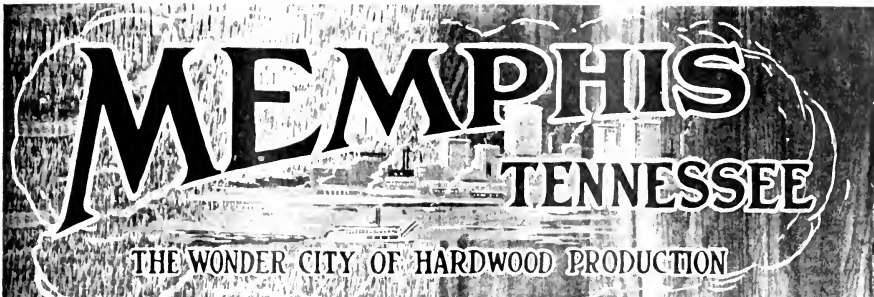
The J. M. Logan Lumber Company, Knoxville, Tenn.

The Babcock Lumber & Land Company, Marysville, Tenn.

(Main Office: Pittsburgh, Pa.)

OAK, POPLAR, MAPLE

Walnut, Chestnut, Hickory, Cedar, Ash, Basswood, Beech



Office Fixtures

Fixture manufacturers must have good raw material to convert into finished products. Take the industry in Illinois as an example. Thirty kinds of wood are used and the most of it is of expensive sorts. White oak leads all in quantity and total cost, with red oak following closely. These woods are used chiefly as outside material, such as tops and panels of counters, pilasters, columns, cabinet doors, railing and heavy carvings. The Illinois fixture manufacturers procure 71 per cent of their white oak and 83 per cent of their red oak in the Memphis region. The percentage of their yellow poplar from the same region is quite high, though yellow poplar's commercial range lies largely east and northeast of Memphis. Perhaps it is collected by Memphis dealers who sell it to Chicago fixture manufacturers. Practically all of the red gum reaching the Illinois makers of fixtures comes from the Memphis region.

The manufacturers of fixtures in Illinois, which state produces more fixtures than any other, use 21,000,000 feet of wood yearly, and pay an average of more than \$40 a thousand for it. The average price of white oak is \$48 and of red oak \$46. The extent and requirements of the industry in Illinois are cited only because they provide a convenient basis for studying the needs of the fixture industry in general, particularly in regard to the kinds of wood needed.



MEMPHIS



WHITE ASH
 1 Car 14" x 14" up, FAS, 6"
 1 Car 16" wide
 1 Car 16" wide, FAS and Selects, 6"
 1 Car 16" wide
 2 Cars 12 1/2" FAS and Selects, 6"
 1 Car 16" wide
 2 Cars 16 1/2" FAS and Selects, 6"
 1 Car 16" wide
 2 Cars 7 1/2" x 10" and up, FAS and
 Selects
 1 Car 6 1/2" x 10" and up, FAS and
 Selects
 1 Car 7 1/2" x 10" and up, FAS and
 Selects
 1 Car 12 1/2" x 10" and up, FAS and
 Selects
 1 Car 16 1/2" x 10" and up, FAS and
 Selects
 1 Car 12 1/2" x 5 1/2" and up, FAS and
 Selects

1 Car 2 1/2" x 10" and up, High Grade
 No. 1 From 4" & up
 1 Car 2 1/2" x 10" and up, Select
 1 Car 2 1/2" x 10" and up, Select
 Several Cars 1 1/2" x 10" to 1 1/2" x 8 1/2"
 No. 1 and No. 2 Com.
 1 Car 3" No. 1 and No. 2 Common,
 Soft (Special Price)

SELECTED AIRPLANE ASH
 About 1,000' 6 1/2" x 10" and Water
 About 5,000' 16 1/2" x 10" and Water

SOFT BLM
 3 Cars 10 1/2" No. 2 C & B, Bone
 Dry
 1 Car 10 1/2" No. 2 C & B, Bone
 Dry

SOFT MAPLE
 1 Mixed Car 1 1/2" x 6 1/2" x 17" No. 2
 C & B (Special Price)

WHITE OAK STRIPS
 Bright Sap, No. Defect
 1 2000' 1 1/2" x 3" to 3 1/2" Clear Qtd.
 17000' 1 1/2" x 3" to 3 1/2" Clear Strips
 55500' 4 1/2" No. 1 Com.
 55500' 4 1/2" No. 1 Com.
 55500' 6 1/2" No. 1 Com.
 25500' 8 1/2" 1st & 2nds
 25500' 8 1/2" 1st & 2nds
 10000' 4 1/2" 1st & 2nds
 22000' 8 1/2" Select

108,000' 4 1/2" No. 1 Com.
 15,000' 4 1/2" Sound Myrtle
 47,500' 1 1/2" 1st & 2nds
 25,000' 6 1/2" No. 1 Com.
 12,500' 8 1/2" 1st & 2nds
 23,800' 8 1/2" No. 1 Com.
CYPRESS
 10,000' 4 1/2" Select
 5,000' 4 1/2" Slup
 8,500' 4 1/2" 1st & 2nds
 25,500' 6 1/2" Select
 6,000' 8 1/2" 1st & 2nds
 12,500' 8 1/2" Select
 22,000' 8 1/2" Slup

Riel-Kadel Lumber Co.

All Stock Regular Width and Length

QTD. WHITE OAK
 1 Car No. 1 Com. & Btr., Scant
 4 Cars B.D., 4" x 12" to 17"
PLAIN RED GUM
 5 Cars No. 1 Com. & Btr., 4 1/2"
QTD. RED GUM
 10 Cars No. 1 Com. & Btr., 4 1/2"
SAP GUM
 2 Cars L. R., 3 1/2"
 5 Cars L. R., 12 1/2"

HICKORY
 1 Car No. 2 Com. & Btr., 2 1/2"
PLAIN WHITE & RED OAK
 6 Cars Kiln Dried, No. 1 Com. &
 Btr., 12 1/2"
 1 Car No. 1 Com. & Btr., 10 1/2", 8"
 mos. dry
 5 Cars No. 1 Com. & Btr., 12 1/2", 8"
 mos. dry
 1 Car No. 1 Com. & Btr., 10 1/2", 4"
 mos. dry
 1 Car No. 1 Com. & Btr., 12 1/2", 4"
 mos. dry
 3 Cars No. 1 Com. & Btr., 10 1/2", 2"
 mos. dry
 20 Cars No. 1 Com. & Btr., 12 1/2", 2"
 mos. dry

F. T. DOOLEY LUMBER CO.

SAP GUM
 66,300' 3/4" No. 1 Com.
 41,215' 4/4" 1st & 2nd, all 12"
 55,541' 4/4" 1st & 2nd, all lengths
 10,500' 4/4" No. 1 Com.
 25,541' 4/4" No. 2 Com.
 10,500' 5/4" 1st & 2nd
 10,500' 5/4" No. 1 Com.
 11,175' 5/4" No. 1 Com.
 13,500' 6/4" 1st & 2nd
 45,310' 6/4" No. 1 Com.
 10,500' 6/4" No. 2 Com.
 23,150' 13-17" Box Boards
 91,200' 5-12" Box Boards
 61,200' 18" and Water Panel
PLAIN RED GUM
 23,403' 4 1/2" 1st & 2nd, all 12"
 83,443' 4 1/2" No. 1 Com.

67,450' 5/4" 1st & 2nd
 35,690' 5/4" No. 1 Com.
 31,780' 6/4" 1st & 2nd
 35,690' 6/4" No. 1 Com.
 27,930' 6/4" 1st & 2nd
 25,940' 8/4" No. 1 Com.
QUARTERED BLACK GUM
 104,285' 4 1/2" No. 1 Com. & Btr.
 87,145' 5/4" No. 1 Com. & Btr.
 18,250' 6/4" No. 1 Com. & Btr.
 83,910' 8/4" No. 1 Com. & Btr.
ASH
 14,080' 5/8" Log Run
 36,200' 6/4" No. 1 Com. & Btr.
 1,400' 10 1/2" No. 1 Com. & Btr.
 19,500' 10 1/2" x 10 1/2" No. 1 C. & Btr.
 4,380' 6/4" No. 2 Com.

Ferguson & Palmer Co.

Regular Widths and Lengths

BERCH
 17,000' L. R., 8 1/4"
COTTONWOOD
 20,000' FAS, 8 1/4"
 123,000' Panel, 4 1/4", 18" & up wide
CYPRESS
 50,000' Selects, 4 1/4"
 24,000' Pecky, 8 1/4"
ELM
 50,000' No. 1 C. & Btr., 6 1/4"
 175,000' L. R., 12 1/2"
RED GUM
 150,000' No. 1 Com., 4 1/4"
 60,000' No. 1 Com., 5 1/4"
SAP GUM
 50,000' FAS, 8 1/4"
 80,000' Panel, 4 1/4", 18" & up wide
WILLOW
 150,000' FAS, 8 1/4"
 100,000' No. 1 Com. & Btr., 4 1/4"
QTD. SAP GUM
 80,000' No. 1 C. & Btr., 8 1/4"

SOFT MAPLE
 40,000' L. R., 12 1/2"
QTD. WHITE OAK
 15,000' FAS, 5 1/4" & 6 1/4"
 80,000' No. 1 Com., 4 1/4"
 25,000' No. 1 Com., 4 1/4"
PLAIN WHITE OAK
 75,000' FAS, 4 1/4"
 15,000' FAS, 5 1/4"
 80,000' No. 1 C. & Btr., 8 1/4"
PLAIN RED GUM
 75,000' FAS, 4 1/4"
 100,000' FAS, 5 1/4"
 35,000' No. 1 Com., 5 1/4"
 100,000' No. 1 Com., 5 1/4"
STYCAMORE
 55,000' FAS, 5 1/4" & Btr., 6 1/4"
 15,000' No. 1 C. & Btr., 6 1/4"
WILLOW
 15,000' No. 1 C. & Btr., 12 1/2"
 100,000' No. 1 C. & Btr., 5 1/4"
 25,000' FAS, 12 1/4"

ANDERSON-TULLY CO.

We have for sale:

PLAIN OAK
 20,000' No. 1 Com., 5 1/4"
 100,000' FAS, 4 1/2"
 125,000' No. 1 Com., 4 1/4"
 100,000' No. 2 Com., 4 1/4"
 125,000' FAS, 5 1/4"
 75,000' No. 1 Com., 5 1/4"
 20,000' No. 2 Com., 5 1/4"
 20,000' FAS, 6 1/4"
 60,000' No. 1 Com., 6 1/4"
 60,000' No. 1 Com., 8 1/4"
RED GUM
 75,000' FAS, 4 1/4"
 200,000' No. 1 Com., 4 1/4"
 100,000' No. 2 Com., 4 1/4"
 20,000' FAS, 5 1/4"
 30,000' No. 1 Com., 5 1/4"
 75,000' FAS, 6 1/4"
 100,000' No. 1 Com., 6 1/4"
QUARTERED RED GUM
 50,000' FAS, 4 1/4"

40,000' No. 1 Com., 4 1/4"
 20,000' FAS, 8 1/4"
SAP GUM
 150,000' Box Boards, 4 1/4", 13 to 17"
 150,000' Box Boards, 4 1/4", 8 to 12"
 75,000' FAS, 4 1/4"
 100,000' No. 1 Com., 4 1/4"
TUPLO GUM
 50,000' Box Boards, 4 1/4", 13 to 17"
 75,000' Box Boards, 4 1/4", 8 to 12"
 50,000' No. 2 Com., 4 1/4"
 75,000' No. 1 Com., 4 1/2"
 40,000' No. 2 Com., 4 1/2"
COTTONWOOD
 60,000' FAS, 4 1/2" to 12"
 30,000' FAS, 4 1/4", 15 & Water
 200,000' No. 1 Com., 4 1/4"
 100,000' No. 2 Com., 4 1/4"
 100,000' Box Boards, 4 1/4", 13" &
 75,000' Box Boards, 4 1/4", 8 to 12"

H. W. Darby Hardwood Lumber Co.

KILN DRIED COMMON OAK

For immediate orders we are prepared to quote attractive prices on 1" No. 1 Com. and No. 2 Com. Plain Oak.

Rates and full information furnished on inquiry

JAMES E. STARK & CO., Inc.

Paepcke Leicht Lumber Co.

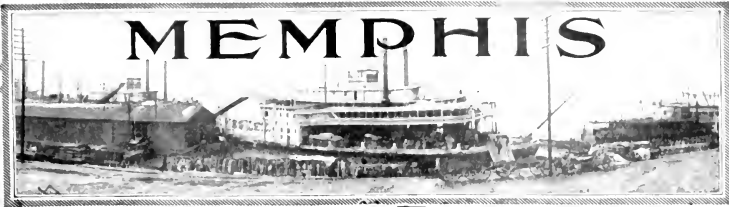
SPECIALTIES:
 Cottonwood,
 Red and Sap Gum,
 Red and White Oak,
 Cypress, Elm.

Manufacturers
Southern Hardwoods

BAND MILLS:
 Helena, Ark.
 Blytheville, Ark.
 Greenville, Miss.
 Cairo, Ill.

General Offices
CONWAY BUILDING CHICAGO, ILL.

Memphis Band Mill Co.



MEMPHIS

All Stock Thoroughly Air Dried and Regular Length

12,000	FT. WHITE OAK	5 1/2"	11' 2 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	12	1 1/2"	10	11
12,000	"	5 1/2"	12 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	13	1 1/2"	10	11
12,000	"	5 1/2"	13 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	14	1 1/2"	10	11
12,000	"	5 1/2"	14 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	15	1 1/2"	10	11
12,000	"	5 1/2"	15 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	16	1 1/2"	10	11
12,000	"	5 1/2"	16 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	17	1 1/2"	10	11
12,000	"	5 1/2"	17 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	18	1 1/2"	10	11
12,000	"	5 1/2"	18 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	19	1 1/2"	10	11
12,000	"	5 1/2"	19 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	20	1 1/2"	10	11
12,000	"	5 1/2"	20 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	21	1 1/2"	10	11
12,000	"	5 1/2"	21 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	22	1 1/2"	10	11
12,000	"	5 1/2"	22 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	23	1 1/2"	10	11
12,000	"	5 1/2"	23 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	24	1 1/2"	10	11
12,000	"	5 1/2"	24 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	25	1 1/2"	10	11
12,000	"	5 1/2"	25 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	26	1 1/2"	10	11
12,000	"	5 1/2"	26 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	27	1 1/2"	10	11
12,000	"	5 1/2"	27 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	28	1 1/2"	10	11
12,000	"	5 1/2"	28 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	29	1 1/2"	10	11
12,000	"	5 1/2"	29 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	30	1 1/2"	10	11
12,000	"	5 1/2"	30 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	31	1 1/2"	10	11
12,000	"	5 1/2"	31 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	32	1 1/2"	10	11
12,000	"	5 1/2"	32 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	33	1 1/2"	10	11
12,000	"	5 1/2"	33 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	34	1 1/2"	10	11
12,000	"	5 1/2"	34 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	35	1 1/2"	10	11
12,000	"	5 1/2"	35 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	36	1 1/2"	10	11
12,000	"	5 1/2"	36 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	37	1 1/2"	10	11
12,000	"	5 1/2"	37 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	38	1 1/2"	10	11
12,000	"	5 1/2"	38 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	39	1 1/2"	10	11
12,000	"	5 1/2"	39 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	40	1 1/2"	10	11
12,000	"	5 1/2"	40 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	41	1 1/2"	10	11
12,000	"	5 1/2"	41 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	42	1 1/2"	10	11
12,000	"	5 1/2"	42 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	43	1 1/2"	10	11
12,000	"	5 1/2"	43 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	44	1 1/2"	10	11
12,000	"	5 1/2"	44 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	45	1 1/2"	10	11
12,000	"	5 1/2"	45 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	46	1 1/2"	10	11
12,000	"	5 1/2"	46 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	47	1 1/2"	10	11
12,000	"	5 1/2"	47 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	48	1 1/2"	10	11
12,000	"	5 1/2"	48 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	49	1 1/2"	10	11
12,000	"	5 1/2"	49 1/2"	1 1/2"	10	11
10,000	"	5 1/2"	50	1 1/2"	10	11
12,000	"	5 1/2"	50 1/2"	1 1/2"	10	11

R. J. DARNELL, Inc.

Send in your order now for

14,000	SAP GUM	25,000	5 1/2" x 24 0-04
18,000	No. 1 Com. & Btr	25,000	5 1/2" x 24 2-04
18,000	4 1/2" x 24	4,000	6 1/2" x 24 1-2-04
25,000	BFD GUM	32,000	12 1/2" Qid.
25,000	4 1/2" 1s & 2s, Plain	32,000	OAK
35,000	4 1/2" No. 1 Com. Plain	25,000	4 1/2" 1s & 2s, Plain Red
23,000	4 1/2" 1s & 2s, Qid.	50,000	4 1/2" Com. & Btr., Sound
12,000	4 1/2" No. 1 Com. Qid.	45,000	Wormy
55,000	4 1/2" 1s & 2s, Qid. Fig.	36,000	5 1/2" 1s & 2s, Plain Red
25,000	4 1/2" No. 1 Com. Qid. Fig.	35,000	6 1/2" Strip Plank.
23,000	5 1/2" 1s & 2s, Plain	12,000	5 1/2" No. 1 Com. Pilsa Red
84,000	5 1/2" No. 1 Com., Plain		

The Mossman Lumber Co.

170,000	SAP GUM	25,000	FT. RED GUM
170,000	B.H. 4 1/2" x 12 1/2"	25,000	No. 1 C & B 1 1/2" x 8 Mo.
20,000	4 Mo.	25,000	FAS 1 1/2" x 8 Mo.
170,000	FAS 4 1/2" x 12 1/2"	25,000	No. 1 C & B 2 1/2" x 8 Mo.
20,000	4 Mo.	25,000	No. 1 C & B 3 1/2" x 8 Mo.
50,000	FAS 4 1/2" x 6 1/2" x 10 1/2"	25,000	PLAIN RED OAK
50,000	No. 1 C 4 1/2" Reg. Width	25,000	Regular Width & Length
200,000	No. 2 C 4 1/2" Reg. Width	25,000	PLAIN WHITE OAK
20,000	1 1/2" x 2 C 5 1/2" Reg. Width & Length	25,000	Regular Width & Length
25,000	FTD SAP GUM	25,000	No. 1 C & B 5 1/2" x 8 Mo.
150,000	No. 1 C & B 5 1/2" x 12 Mo.	25,000	PLAIN WHITE OAK
150,000	Regular Width & Length	25,000	Regular Width & Length
75,000	FAS 5 1/2" x 8 Mo.	25,000	PLAIN
100,000	No. 1 C 5 1/2" x 4 Mo.	25,000	Regular Width & Length
75,000	FAS 1 1/2" x 6 Mo.	25,000	No. 1 C & B 5 1/2" x 8 Mo.
20,000	No. 1 C & B 5 1/2" x 8 Mo.		

J. W. WHEELER & CO.

17,000	QTD WHITE OAK	12,000	PLAIN RED OAK
12,000	FAS 4 1/2" x Reg. Width & Length	12,000	No. 1 C & B 1 1/2"
12,000	No. 1 Com 1 1/2" x Reg. Width & Length, Dry	12,000	FAS 1 1/2" x 8"
12,000	4 1/2" x 8 1/2" x 1 1/2" 4 to 14"	12,000	No. 1 C & B 2 1/2"
12,000	Reg. Length	12,000	4 1/2" x 8 1/2"
12,000	No. 1 Com. Strip 1 1/2" x 1 1/2" x 8"	12,000	PLAIN RED OAK
12,000	4 1/2" x Reg. Length, Dry	12,000	Regular Width & Length
12,000	PLAIN WHITE OAK	12,000	PLAIN
12,000	Regular Width & Length, Dry	12,000	PLAIN RED OAK
12,000	No. 2 Com 1 1/2"	12,000	Regular Width & Length
12,000	FAS 4 1/2" x 1 1/2"	12,000	PLAIN RED GUM
12,000	No. 1 Com 1 1/2"	12,000	PLAIN
12,000	FAS 1 1/2" x 8"	12,000	No. 1 C & B 1 1/2"
12,000	No. 1 Com 1 1/2"	12,000	No. 1 C & B 2 1/2"
12,000	No. 1 C & B 2 1/2"	12,000	No. 1 C & B 3 1/2"
12,000	No. 1 C & B 3 1/2"	12,000	No. 1 C & B 4 1/2"
12,000	No. 1 C & B 4 1/2"	12,000	No. 1 C & B 5 1/2"
12,000	No. 1 C & B 5 1/2"	12,000	No. 1 C & B 6 1/2"
12,000	No. 1 C & B 6 1/2"	12,000	No. 1 C & B 7 1/2"
12,000	No. 1 C & B 7 1/2"	12,000	No. 1 C & B 8 1/2"
12,000	No. 1 C & B 8 1/2"	12,000	No. 1 C & B 9 1/2"
12,000	No. 1 C & B 9 1/2"	12,000	No. 1 C & B 10 1/2"
12,000	No. 1 C & B 10 1/2"	12,000	No. 1 C & B 11 1/2"
12,000	No. 1 C & B 11 1/2"	12,000	No. 1 C & B 12 1/2"
12,000	No. 1 C & B 12 1/2"	12,000	No. 1 C & B 13 1/2"
12,000	No. 1 C & B 13 1/2"	12,000	No. 1 C & B 14 1/2"
12,000	No. 1 C & B 14 1/2"	12,000	No. 1 C & B 15 1/2"
12,000	No. 1 C & B 15 1/2"	12,000	No. 1 C & B 16 1/2"
12,000	No. 1 C & B 16 1/2"	12,000	No. 1 C & B 17 1/2"
12,000	No. 1 C & B 17 1/2"	12,000	No. 1 C & B 18 1/2"
12,000	No. 1 C & B 18 1/2"	12,000	No. 1 C & B 19 1/2"
12,000	No. 1 C & B 19 1/2"	12,000	No. 1 C & B 20 1/2"
12,000	No. 1 C & B 20 1/2"	12,000	No. 1 C & B 21 1/2"
12,000	No. 1 C & B 21 1/2"	12,000	No. 1 C & B 22 1/2"
12,000	No. 1 C & B 22 1/2"	12,000	No. 1 C & B 23 1/2"
12,000	No. 1 C & B 23 1/2"	12,000	No. 1 C & B 24 1/2"
12,000	No. 1 C & B 24 1/2"	12,000	No. 1 C & B 25 1/2"
12,000	No. 1 C & B 25 1/2"	12,000	No. 1 C & B 26 1/2"
12,000	No. 1 C & B 26 1/2"	12,000	No. 1 C & B 27 1/2"
12,000	No. 1 C & B 27 1/2"	12,000	No. 1 C & B 28 1/2"
12,000	No. 1 C & B 28 1/2"	12,000	No. 1 C & B 29 1/2"
12,000	No. 1 C & B 29 1/2"	12,000	No. 1 C & B 30 1/2"
12,000	No. 1 C & B 30 1/2"	12,000	No. 1 C & B 31 1/2"
12,000	No. 1 C & B 31 1/2"	12,000	No. 1 C & B 32 1/2"
12,000	No. 1 C & B 32 1/2"	12,000	No. 1 C & B 33 1/2"
12,000	No. 1 C & B 33 1/2"	12,000	No. 1 C & B 34 1/2"
12,000	No. 1 C & B 34 1/2"	12,000	No. 1 C & B 35 1/2"
12,000	No. 1 C & B 35 1/2"	12,000	No. 1 C & B 36 1/2"
12,000	No. 1 C & B 36 1/2"	12,000	No. 1 C & B 37 1/2"
12,000	No. 1 C & B 37 1/2"	12,000	No. 1 C & B 38 1/2"
12,000	No. 1 C & B 38 1/2"	12,000	No. 1 C & B 39 1/2"
12,000	No. 1 C & B 39 1/2"	12,000	No. 1 C & B 40 1/2"
12,000	No. 1 C & B 40 1		



PLAIN RED GUM
 150,000' 4 1/2" FAS
 100,000' 5 1/2" FAS
 20,000' 6 1/2" FAS
 40,000' 7 1/2" No. 1 Com.
 2,000' 8 1/2" No. 1 Com.
 3,000' 9 1/2" No. 1 Com.
 50,000' 4 1/2" FAS Fug Qtd
 20,000' 4 1/2" FAS Qtd
 4,000' 6 1/2" FAS Qtd
 10,000' 8 1/2" FAS Qtd
 100,000' 4 1/2" No. 1 Com. Qtd
 50,000' 6 1/2" No. 1 Com. Qtd
 20,000' 8 1/2" No. 1 Com. Qtd
 S&P GUM
 30,000' 5 1/2" FAS
 15,000' 8 1/2" FAS
 20,000' 4 1/2" Fir Strips
 100,000' 4 1/2" Boardboards, 12/17"
 wide

5,000' 8 1/2" No. 1 Com
 100,000' 4 1/2" No. 2 Com
 15,000' 10/16" S&S Boardboards,
 12/17" wide
PLAIN WHITE OAK
 500,000' 1 1/4" No. 1 Com.
 100,000' 1 1/2" No. 1 Com.
 70,000' 5/8" No. 1 Com.
 8,000' 1 1/2" No. 2 Com.
 65,000' 5/8" No. 2 Com.
 100,000' 1 1/4" No. 2 Com.
 6,000' 5/16" No. 2 Com.
 1,700' 6 1/2" No. 2 Com.
 4,500' 8 1/4" No. 2 Com.
PLAIN RED OAK
 120,000' 2 3/8" FAS
 150,000' 1 1/2" FAS
 150,000' 5/8" FAS
 200,000' 1 1/4" FAS

QTD WHITE OAK
 12,000' Cir Strips, 3/4", 3" &
 3/8"
PLAIN WHITE OAK
 10,000' No. 1 Com., 3/4"
 15,000' No. 1 Com., 3/4"
 20,000' 1" & 2", 6/4"
 20,000' No. 1 Com., 6/4"
 20,000' No. 1 Com., 6/4"
 20,000' FAS 3/2"
 2,000' FAS 3/2"
PLAIN RED OAK
 20,000' No. 1 Com., 3/4"
 15,000' No. 2 Com., 3/4"
 15,000' No. 3 Com., 3/4"
 15,000' FAS 3/4"
PLAIN WHITE OAK
 15,000' Box Boards, 4/4, 18"-17"
 18,000' Box Boards, 4/4, 17"-12"
 15,000' No. 1 Com., 5/4"
PLAIN RED OAK
 15,000' No. 1 Com., 3/4"
 100,000' Box Boards, 4/4, 18"-17"
 75,000' No. 1 Com., 5/4"
PLAIN RED OAK
 25,000' 1 and 2 1/4"
 100,000' No. 1 Com., 3/4"
 100,000' No. 1 Com., 5/4"
 60,000' FAS, 6/4"
 100,000' No. 1 Com., 6/4"
 50,000' No. 1 Com., 6/4"
QTD RED GUM
 50,000' No. 1 Com., 5/4"
 50,000' No. 1 Com., 5/4"
 45,000' No. 1 C & B, 10/4"
 40,000' No. 1 C & B, 12/4"
FIGURED RED GUM
 35,000' FAS, 4/4"
 12,000' FAS, 5/4"

PLAIN RED GUM
 11,000' FAS, 4 1/2"
 15,000' No. 1 Com., 4 1/2"
 15,000' No. 1 Com., 6 1/2"
 60,000' Box Boards, 1 1/2" (Wide)
 40,000' Box Boards, 1 1/2" (Narrow)
 20,000' No. 1 Com., 4 1/2"
 20,000' No. 2 Com., 4 1/2"
 40,000' Box Boards, 1 1/2" (Wide)
 20,000' Box Boards, 1 1/2" (Narrow)
 30,000' FAS, 4 1/2"
 20,000' No. 1 Com., 4 1/2"
 25,000' No. 2 Com., 4 1/2"
 50,000' Log Run, 6 1/2"
SYCAMORE
 20,000' Log Run, 8"
HACKBERRY
 22,000' Log Run, 8"
HONEY LOCUST
 14,000' Log Run, 4 1/2"

Russe & Burgess, Inc.

QUARTERED RED GUM
 71,000' FAS 3/4"
 10,000' No. 1 Com., 4/4"
 10,000' FAS 5/4"
 112,000' No. 1 Com., 5/4"
 16,000' FAS 6/4"
 25,000' No. 1 Com., 6/4"
 20,000' FAS 8/4"
 100,000' No. 1 Com., 8/4"
 17,000' FAS 10/4"
 8,000' No. 1 Com., 10/4"
 9,000' FAS 12/4"
 1,000' No. 1 Com., 12/4"
PLAIN RED GUM
 21,500' FAS 4/4"
 150,500' No. 1 Com., 4/4"

7,000' No. 2 Com., 4/4"
 15,000' FAS 6/4"
 68,000' No. 1 Com., 6/4"
 25,000' No. 1 Com., 8/4"
QUARTERED RED GUM
 (Sap no Defect)
 4,500' No. 1 Com. & Br., 5/4"
 133,000' FAS 6/4"
 100,000' No. 1 Com., 6/4"
 75,000' FAS 8/4"
 40,000' No. 1 Com., 8/4"
S&P GUM
 222,000' FAS 4/4"
 180,000' No. 1 Com., 4/4"
 100,000' FAS 6/4"
 107,000' FAS 8/4"

BELLGRADE LUMBER CO.

ELM
 50,000' L. R., 5/4"
 15,000' L. R., 8/4"
 20,000' L. R., 10/4"
 40,000' L. R., 12/4"
QTD RED GUM
 18,000' FAS, 6/4"
 30,000' FAS, 8/4"
 20,000' No. 1 Com., 6/4"
 50,000' No. 1 Com., 8/4"
 30,000' FAS, 4/4"
 5,000' FAS, 5/4"
 18,000' FAS, 6/4"
 40,000' No. 1 Com., 4/4"
 40,000' No. 1 Com., 6/4"
 50,000' FAS, 5/4"
 50,000' No. 1 Com., 3/4"
 90,000' No. 1 Com., 4/4"
 75,000' No. 2 Com., 4/4"

75,000' 13-17" B. B., 4/4"
QTD WHITE OAK
 30,000' No. 1 Com., 4/4"
 12,000' FAS, 8/4"
PLAIN WHITE OAK
 25,000' FAS, 4/4"
 12,000' FAS, 6/4"
 14,000' FAS, 6/4"
 10,000' No. 1 Com., 4/4"
 20,000' No. 1 Com., 5/4"
 15,000' No. 1 Com., 6/4"
 12,000' No. 2 Com., 5/4"
PLAIN RED OAK
 6,000' No. 1 Com., 6/4"
 15,000' FAS, 4/4"
 50,000' No. 1 Com., 4/4"
 50,000' No. 2 Com., 4/4"
 20,000' No. 1 Com., 5/4"
 15,000' No. 2 Com., 5/4"

J. H. BONNER & SONS

Regular lengths and widths

QUARTERED WHITE OAK
 No. 2 Com. & Bet., 4 & 8 mos. dry
PLAIN WHITE OAK
 No. 1 Com., 4 & 8 mos. dry
PLAIN RED OAK
 No. 1 Com., 4 & 8 mos. dry

Crenshaw-Gary Lumber Co.

BROWN & HACKNEY, Inc.

S&P GUM (K C)
 70,000' Box Boards, 4/4, 18"-17"
 100,000' Box Boards, 4/4, 17"-12"
 75,000' No. 1 Com., 5/4"
PLAIN RED GUM
 25,000' 1 and 2 1/4"
 100,000' No. 1 Com., 3/4"
 100,000' No. 1 Com., 5/4"
 60,000' FAS, 6/4"
 100,000' No. 1 Com., 6/4"
 50,000' No. 1 Com., 6/4"
QTD RED GUM
 50,000' No. 1 Com., 5/4"
 50,000' No. 1 Com., 5/4"
 45,000' No. 1 C & B, 10/4"
 40,000' No. 1 C & B, 12/4"
FIGURED RED GUM
 35,000' FAS, 4/4"
 12,000' FAS, 5/4"

PLAIN RED OAK
 20,000' FAS, 4/4"
 75,000' FAS, 5/4"
 6,000' FAS, 6/4"
PLAIN WHITE OAK
 22,000' No. 1 & 2 Com., 6/4"
SOFT MAPLE
 50,000' Log Run, 5/4"
 100,000' Log Run, 5/4"
 75,000' Log Run, 6/4"
 75,000' Log Run, 10/4"
 20,000' Log Run, 10/4"
SOFT MAPLE
 35,000' Log Run, 5/4"
 50,000' Log Run, 10/4"
 100,000' Log Run, 5/4"
HACKBERRY
 18,000' Log Run, 8"
 6,000' Log Run, 10/4"
SYCAMORE
 75,000' Log Run, 8/4"

GEO. C. BROWN & CO.

COTTONWOOD
 25,000' Box Boards, 1", 13-17" wide,
 reg. length
 20,000' Box Boards, 1", 8-12" wide,
 reg. length
 Regular widths and lengths
 40,000' FAS, 1"
 20,000' No. 1 Com., 1"
 20,000' No. 2 Com., 1"
 15,000' Reg. Bds., 2"
RIFT SAWN GUM, S. N. D.
 (Regular Widths and Lengths)
 20,000' FAS, 1 1/2"
 22,000' No. 1 Com., 1 1/2"
 20,000' No. 1 Com., 2"
 22,000' No. 1 C & B, 2"
 18,000' No. 1 Com., 2 1/2"
 20,000' QTD RED GUM
 28,000' No. 1 Com., 2"

PLAIN RED GUM
 23,000' FAS, 1"
 21,000' No. 1 Com., 1"
S&P GUM
 43,000' Box Boards, 1", 13-17" wide,
 reg. length
 27,000' Box Boards, 1", 8-12" wide,
 reg. length
 Regular widths and lengths
 45,000' FAS, 1"
 10,000' Reg. Bds., 2"
 17,000' No. 2 Com., 2"
 15,000' Reg. Bds., 2"
QTD BLACK GUM
 10,000' FAS, 1"
PLAIN OAK
 29,000' No. 1 Com., 1 1/2", 6 mos. dry
 22,000' No. 1 Com., 1 1/2", 6 mos. dry
 18,000' No. 1 Com., 2", 6 mos. dry
 20,000' No. 2 Com., 2", 6 mos. dry
ASH
 14,000' No. 1 & No. 2 Com., 2"

Goodlander-Robertson Lumber Co.

Dry
 150,000' 1" & 2" 5/4"
 200,000' No. 1 Com., 5/4"
 150,000' No. 1 Com. & B., 1 1/4"
RED GUM
 100,000' 1" & 2" 5/4"
 100,000' No. 1 Com., 5/4"
 50,000' 1" & 2" 5/4"
 50,000' No. 1 Com., 5/4"
WILLOW
 100,000' 1" & 2" 4/4"
 50,000' No. 1 Com., 5/4"
 100,000' No. 1 Com., 4/4"
 15,000' 1" & 2", 2 1/2" & up
 30,000' Select 3/4"
 50,000' 1" & 2", 2 1/2"

35,000' No. 2 Com., 5/4"
PLAIN RED OAK
 50,000' No. 1 Com., 5/4"
PLAIN OAK
 48,000' No. 1 C & B, 15/4", green
COTTONWOOD
 200,000' No. 1 Com., 5/4"
 100,000' 1" & 2" 5/4"
 100,000' No. 1 Com., 5/4"
 30,000' Box Bds., 1 1/2" to 1 3/4"
CYPRESS
 48,000' 1" & 2"
 100,000' No. 1 Strip 5/4"
 50,000' No. 1 Strip 5/4"
 30,000' Select 3/4"
 90,000' Select 4/4"

E. SONDEIMER CO.

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

300,000' No. 2	BIRCH	1 1/2" & Btr. 4 1/4"	500,000' No. 2	OAK	2 1/2" & Btr. 4 1/4"
75,000' No. 2	CUM. & Btr.	6 1/4"	500,000'	MAPLE	1 1/2" & Btr. 4 1/4"
300,000' No. 2	SOFT ELM	1 1/2" & Btr. 4 1/4"	500,000'	WHITE MAPLE	1 1/2" & Btr. 4 1/4"
60,000' No. 1	4 1/2" & Btr.	10 1/4"	15,000'	1 1/2" & Btr.	4 1/4" end dried
15,000' No. 1	CUM. & Btr.	12 1/4"	125,000'	HEMLOCK	Mo-hairable 4 1/4"
200,000' No. 2	BEECH	1 1/2" & Btr. 4 1/4"		ASH	
17,000' No. 2	CUM. & Btr.	4 1/4"	15,000'	No. 2	CUM. & Btr. 4 1/4"

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100,000'	6 1/4"	No. 3 C. Beech
150,000'	6 1/4"	No. 2 C. & Btr. Elm
100,000'	8 1/4"	No. 2 C. & Btr. Elm
65,000'	10 1/4"	No. 1 C. & Btr. Elm
100,000'	5 1/4"	No. 3 C. Basswood
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10,000'	8 1/4"	No. 2 C. & Btr. White Oak
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BEAUMONT, TEXAS



Hardwood Record

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Review and Outlook



General Market Conditions

LUMBER NOT ONLY IS being sold readily but is being moved much more rapidly than heretofore. While the car situation is still spotty, the average allotment per shipper is considerably above anything that has prevailed for six months at least. Many big shippers say they really have more cars than they can handle and taking the whole run of the trade, there is very little room for anxiety.

The question of lumber movements is not necessarily synonymous with orders, but a great deal of stuff is going out now that was being piled up on order for weeks or even months. Nevertheless the influx of orders continues to be in the lead of shipments, even considering the improved conditions as far as cars are concerned.

The improvement in the car supply, the probability of government price fixing and the proposed freight advance are the three questions of most importance in the vision of the lumber trade as all three of them are conditions of vital interest and capable of having a very definite bearing on the lumberman's business.

There is not so much diversity of opinion or argument regarding the question of who is to pay the rate advance as there was with the former boost which was a matter of discussion for months after being put into effect. While there is some discussion of this subject now, the general attitude is that the purchaser must necessarily stand for the increase. This seems to be the policy carried through in all business lines and there is not any logical reason why it should not prevail in the sale of hardwood lumber as well as in other commodities.

Price fixing is practically assured although its immediate application will come first in the building woods. Hardwood prices, however, cannot escape government action in this direction and it is encouraging to note the increased determination to settle the question of cost of production so that figures arrived at may be fair to seller as well as to the purchaser. It is a certainty that some provision will be made for increased cost of manufacture as this would affect the selling price and there is little likelihood that government established prices will be materially less than going prices on the usual runs of hardwood.

It is not good policy for any hardwood buyer to delay making purchases now in the belief that the government will bring about lower values as the fixing of hardwood values will not come for a number of months at least, and in the meantime every condition making for further increases in cost of production is being steadily aggravated. The government has shown a disposition to recognize actual conditions in making prices and this feature will be taken into consideration.

The embargo situation is still about as it was except that there has been some easing up in some directions. However, continued difficulty can be expected in this direction as territories will be alternately opened up and closed to shipments as conditions warrant either action.

Renewed activity in the call for certain lines of boards used exclusively in commercial work indicates the possibility of better business from factories for their every day lines. In the meantime they are coming in stronger all the time with sub contracts on war products and the amount of lumber going into these lines still continues to increase.

A feature that has attracted the attention of some people of late is the question of small timbers. This class of stuff is being gotten out by a great many people, some of whom are not thoroughly familiar with its value and should post themselves on manufacturing costs and real worth of stock before quoting. This class of material is stable and will undoubtedly continue to be a strong item in hardwoods for some time to come.

Come to the Convention but Forget Your Order Book

THE FOLLOWING CONVERSATION is not imaginary but actually took place in a factory town near Chicago. The participants were the buyer for a large furniture factory and the manager of a large hardwood manufacturing concern from the South. The date was about three days after the close of the National hardwood meeting in Chicago. While this conversation actually took place on this occasion, it might very well typify similar conversations that have occurred in various factory offices at this same time of the year since the National hardwood meetings have been held in Chicago.

The lumberman: "I was mighty glad to hear that that last car of common oak worked out so nicely for you. Have had in mind a couple of cars that are identical to it that I would like to see you get. The mill is promised a fair supply of cars the next few days, and if we wire instructions on this stock, we can put it through quickly."

Buyer: "Yes, that stuff worked out fairly well, but there seems to be a fair amount of it on the market. What is your price?"

Lumberman: "Well, the market was \$— when I left the office before the convention, but I think it's gone up a dollar since then. However, will put it in at the price we set when I left the office."

Buyer: "Thanks for the concession, but you will have to go a whole lot further than that, old man, before we can get together. You know there have been sixteen salesmen in this office today who have stayed over after the convention and are working around

the country out of Chicago. Here's the written quotation of one of them—83 lower than your figure. I guess you know him, too."

Lumberman: "Gosh, that man must be crazy. He hasn't more than three or four cars of that stock and he surely has plenty of money to carry it with. The convention trip must have cost him more than he expected, or else he just naturally hates to go back home without any orders in his pocket."

Buyer: "That may be true; nevertheless, that's what I can buy the stuff for."

Lumberman (who has backbone as well as vision): "You say you have already had sixteen calls from men from my part of the country today? I guess I will have to think this over a little bit, but I assure you that I cannot afford to sell that lumber at that price."

Lumberman (to himself a little later in the hotel): "I never paid much attention to this psychology stuff, but I guess it's working on all cylinders around these parts right now. Here we dump three or four hundred lumbermen in the middle of the same territory all at once and every man has the same desire of lining up a few orders before he goes home. The buyer who does not wait for the pickings sure doesn't earn his money. My lumber is good property and is worth every cent of the price I ask. I think I will wait for the convention salesmen to get through distributing their presents and by then maybe the excitement will be over and I can get a fair price for my stock. I hope some of the other fellows will think a bit before they get too far from home. I wonder what time that train goes back South."

Trade Acceptance a National Issue

NOT ONLY IS THE PRESENT ACTIVITY in favor of trade acceptance as a means of commercial settlement an indication of the excellence of that method of handling business but the very nature of those documents leaves no room for doubt with any fair-minded individual as to the desirability of their being used nationally. Trade acceptances are not an innovation but have long been the established form of settlement in European commercial circles. They have been in existence in this country for some years past, but their use has never been so practicable as at present in the absence of the proper financial system for handling them.

Any present-day business man who opposes the trade acceptance condems his own business methods and classifies himself as against not only progress in commercial practice but as against the best interests of the country. It is perfectly obvious that idle money is a direct burden on the national structure. It is accurately estimated that the idle money resulting from open accounts runs far into the billions of dollars. As the trade acceptance among its other accomplishments would entirely eliminate this drag, opposition to this form of settlement is reactionary and eventually will be proven futile.

It is probably the usual human inertness rather than direct opposition that is holding the trade acceptance back as always there must be some who point the way and others who follow, but any man who is not among the active leaders for the general use of trade acceptances can perform just as important a part in bringing about this desirable custom by stepping in line quickly rather than waiting to be forced in by general custom.

Fuller Information Desirable

BOY SCOUTS HAVE BEEN APPEALED TO by the government to join in the search for walnut trees. More are needed than are in sight, and the need is great. No one supposed that the walnut timber of the country was plentiful, and the acute shortage, after four years of extraordinary demand, does not come as a surprise.

Suppose an extraordinary demand should arise for ash, or birch, or maple, or elm, of certain grades. Could the demand be satisfied? We have had general estimates of the quantity of timber of these species in the country, but no one claims that these estimates are more than general guesses, supplemented by a few cruises

here and there. Should the call come, as the war goes on, for large quantities of certain grades of any of these woods, what would be the answer?

This is not a foolish question. Such a contingency might very well arrive. It came to the southern pine people in the demand for ship timbers of large size. They supposed they had enough, but they found out that they were short in the particular grade wanted. Then they began to search the pine forests, only to discover that they could not find enough of the large timbers. A rush order from the Pacific coast filled the gap with Douglas fir.

A similar situation arose when the call came for spruce for airplanes. High grades only would suffice, and one of the liveliest searches in the history of the lumber business began. Supplies have been found, but strenuous effort was necessary.

The demands for other woods for war purposes have thus far been met; but who can tell how long the supply will hold out? The stock of locust for treenails is almost as short as walnut for gunstocks and propellers. It is the part of wisdom to begin to look about and to look ahead to see whether some other essential wood is not in danger of depletion. It should be borne in mind that in many instances none but extra high grades will do; and a great deal of the run of the mill must pass down the grading chains in order to secure what is demanded. For that reason, it is misleading to conclude that a certain grade is abundant because the quantity of standing timber of that species seems large.

It is known that very serious thought is being given to this feature of the problem by persons connected with the government. The question is: How much lumber of certain grades can be cut of certain species? In trying to answer that question, the fact soon becomes apparent that statistics are vague. Two or three censuses of standing timber in the country have been made, such as they were; but exact details are lacking. No one appears to have definite, practical knowledge of how much of particular grades of ash, oak, birch, beech, chestnut, elm, poplar, cottonwood, or of other needed woods can be cut in this country or in particular sections.

Most holders of timber know about what they have; but this information is too scattered to be made immediately available to the government. It will take time to get it together, merely for totals; and after that it will be necessary to work out schedules to show how much of the various grades can be cut. It is not so much a knowledge of totals as of particular grades that is wanted in this emergency.

It has long been customary with some persons to ridicule statistics and to ask what is the use of collecting figures on this, that, and the other matter. The present emergency is the best answer. How much would it be worth to the government today to know that there will be enough wood of needed grades to meet our war needs, and where this material is, and what regions can furnish it in the shortest time? The war has opened the eyes of the American people to a good many things not clearly seen before, and one of them is the value of adequate and correct information concerning our material resources.

Red gum has always properly belonged in the cabinet world, yet it has taken considerable dressing up and parading to get it there. Having arrived, however, it is now one of the active leaders of the procession, and promises to stay in the game.

One of the noticeable features in the efforts to promote yellow pine for interior finish is to finish in what is termed weathered oak, Flemish oak, etc. Without posing as a knacker one might rise to remark, "why not use oak itself and get the real thing instead of the imitation?"

One of the serious handicaps to our export trade to many of the Latin-American countries is high duties and irksome customs regulations. Gradually these are being improved somewhat but there is still room for much improvement, which will do more than anything else to encourage a larger trade.



American Hardwood Men Meet



The American Hardwood Manufacturers' Association, assembled in semi-annual meeting at Memphis, Tenn., Saturday, June 1, with approximately 250 members of the hardwood trade present, plunged into vigorous discussion of the problems growing out of the changed conditions in the hardwood industry brought about by the almost world wide war, and, before adjournment, had taken action calculated to enable its members to adjust themselves to these conditions not only in handling the requirements of the government in hardwood lumber and timbers but also in taking care of their ordinary commercial transactions.

President R. L. Jurden, who occupied the chair and who directed the meeting in a masterly way, emphasized the fact that there are more problems confronting the hardwood industry today than ever before and that there are more difficulties existing in operations than ever previously known. The executive committee called the

Adopted resolutions setting forth its position with respect to a universal standard of inspection for hardwood lumber.

Agreed to abide by the decision of the Interstate Commerce Commission in connection with the proposed advance of 25 per cent in freight rates on all commodities, including lumber and forest products.

Protested against the use by government contractors of the sanction of the government in inserting advertisements in the daily papers offering alluring wages to workmen, thus attracting those from one section to another, with detriment to the hardwood lumber industry, as well as all other industries.

Organized a hardwood dimension department, with members from Texas, Arkansas, Tennessee and other southern states, to be operated along the same lines as the three established departments, covering oak, gum and rotary veneers.



RALPH JURDEN, MEMPHIS, TENN.,
PRESIDENT



W. H. RUSSE, MEMPHIS, TENN., FIRST
VICE-PRESIDENT



J. M. PRITCHARD, MEMPHIS, TENN.,
SECRETARY-MANAGER

meeting for the specific purpose of discussing and acting upon these problems and difficulties and, although the afternoon was extremely hot and although there were many outside attractions to divert the attention of members, all of them remained in their places and took an active part in the proceedings. All in all, it was a remarkably vigorous and an equally remarkably successful conference of hardwood interests throughout the territory covered by this association, and members are confident that benefits of far-reaching importance to the industry will follow.

The accomplishments of the day may be briefly summarized as follows:

Raised \$1,000 for the second Red Cross war fund.

Authorized the executive committee to employ an engineer to make a survey of the southern hardwood industry with a view to determining the essential cost facts thereof.

Authorized the same committee to draft uniform terms of sale for hardwood lumber, its action to be binding on all members of the association.

Decided upon the appointment of a committee to cooperate with a committee of the Southern Hardwood Traffic Association in opening offices in Washington to facilitate the granting of permits covering commercial shipments of hardwood lumber to the territory east of a line drawn through Buffalo, Pittsburgh, Parkersburg and Charleston, W. Va., such shipments being under permanent embargo and movable only under permits.

After delivering a brief address of welcome, President Jurden introduced C. H. Sherrill of Paducah, Ky., who made a spirited appeal for contributions to the second Red Cross war fund. Mr. Sherrill pictured in striking language the contrast between the comforts and luxuries enjoyed by those present and the hardships being suffered by the men who have entered military, naval or marine service of the United States and expressed the view that, before the former entered upon the transaction of the business which had brought them together, it was fitting and proper that the former should show their interest in, and appreciation of, the latter by contributing in some measure to the most wonderful agency in existence for misadventures in behalf of the fighting forces of this country, the American Red Cross.

The response was both prompt and generous and in a very short time \$1,000 had been contributed and a check had been started on its way for this amount to the National Red Cross War Work Council.

President Jurden, in his address, dealt with the steps leading up to the amalgamation of the gum and oak associations into the American Hardwood Manufacturers' Association and with the difficulties that had been encountered in winding up the affairs of the old organizations and in making the change from monthly to weekly sales reports. He congratulated the association on the fact that it had received practically all of the members of the gum and oak associations and on the additional fact that it had received the

active support of so many new members who were not identified with either of the old associations. He emphasized the fact that "rapid strides are being made in securing new members" and on the additional fact that the association is "rapidly approaching production figures of one billion feet." Continuing, he said:

This meeting has been called at this time by your executive committee to discuss about a full and thorough discussion of the many complex problems which the hardwood industry is today facing. There has never been a time in the history of the industry when there existed so many difficulties in operation as exist today. The serious labor situation, car shortages, embargoes affecting both domestic and foreign shipment, and governmental regulations such as have never before occurred, and being without precedent, the combined efforts of the best brains in the industry are required to bring about the nearest possible solution of these problems. It is, therefore, more than ever important that we have the greatest cooperative effort. It is necessary that not only the combined resources of the mills may be placed at the disposal of the government to assist in every manner possible in the production of hardwood materials needed, but it is also necessary for the protection of the very life of the industry itself.

Our association has some time since tendered to all departments of the government interested its services and assistance in any way and upon any conditions the government may dictate. The association stands ready to place its resources unreservedly at the disposal of the government to aid in the prosecution of the war. Unfortunately and unfairly, the hardwood material operators have been, and are being, charged with asking exorbitant prices for their goods and it is freely charged that prices on hardwood materials are beyond all reason. I recently attended a dinner at which there were present perhaps a dozen, or perhaps fifteen, of the largest hardwood operators in the country and it was the consensus of opinion that there was not to exceed an average advance of 25 to 30 per cent in the general selling prices of the woods we are producing. It is true there are special items in the list that, due to the difficult specifications placed upon these items, make the prices seem very high, but, to hardwood operators who are familiar with production, even these prices on special grades and special requirements are not unreasonable.

It was also the opinion of those present that the average operating costs are from 75 to 100 per cent higher than they were twelve or eighteen months ago. It is a strange but peculiar fact that, while prices of foodstuffs have advanced from 100 to 300 percent, while the price of steel has advanced from 100 to 400 per cent (and I believe it has been shown in some cases that the price of metal has advanced as much as 600 per cent), and while there have been other advances in proportion, hardwood materials have not advanced in proportion to other commodities or in proportion to operating costs.

President Jurden paid his respects to the lack of any definite system of cost accounting and strongly urged that the association take steps to determine just what it costs to produce hardwood lumber, saying:

I regret exceedingly to admit that I do not believe that there exists today in the hands of any hardwood operator an accurate and definite system of cost data which would give reliable and incontrovertible figures as to the cost of the various kinds and thicknesses of hardwoods we are producing. It is an unfortunate and much-to-be-regretted state of affairs and one to be given careful consideration at this meeting.

If the hardwood operators were today called to Washington and asked as to their justified price of any particular kind, grade or thickness of hardwood, based upon its cost of production, they would be up against a hopeless and an impossible task. It is, therefore, gentlemen, high time that we "put our houses in order."

Your executive committee has very carefully discussed this matter and has suggested the appointment of a committee, to be known as the cost committee, this committee to be given authority to employ the very best and ablest cost accountants obtainable and to endeavor to work out a system of uniform and standard cost accounting.

Secretary-Manager John M. Pritchard, in his report, showed:

(1) That the association had a total membership of 180, divided as follows: One hundred and twenty-six Class-A memberships transferred from the old gum and oak associations; 30 Class-A memberships taken out by firms not identified with either the gum or oak associations, and 24 memberships held by members of the rotary veneer department.

(2) That assessments are now levied on \$74,208,546 feet of hardwood lumber, with the prospect that by the end of the present year they will be levied on 1,000,000,000 feet, representing the cut of this association. Present distribution of assessments is: Gum, 355,520,911 ft.; oak, 260,457,695 ft., and other woods, 158,211,132 ft.

(3) That the association had received during the past few months inquiries for 38,000,000 feet of oak, gum and other hardwoods, that these inquiries had been bulletined to members and that the latter had several months' business on the basis thereof.

Secretary Pritchard, in his report, showed himself an enthusiastic believer in advertising and trade extension work. He urged that money could not be invested by hardwood manufacturers in

any other way so profitably as in advertising and he reported that the association has outlined a schedule of advertising and trade extension work that will equal, if it does not actually exceed, anything of the kind ever before undertaken. He emphasized his belief that it is even more necessary now, when there is so much government business at the expense of ordinary commercial business, than usual, that lumber should be kept properly before the public in order that the fruits of advertising and trade extension work may be ready for the plucking when the war is over and the trade once again returns to a peace basis.

Secretary Pritchard emphasized the importance of the weekly sales reports and the monthly stock reports issued by the association, saying that these furnished information of such character that greater intelligence could be used by members not only with respect to the kind of stock to produce but also with respect to prices at which lumber is sold. He urged, however, that, for these reports to be as valuable as possible, every member should send in his returns promptly for both the sales reports and the stock reports.

As to conditions created by the war, Secretary Pritchard said:

Since our country declared war on Germany radical changes have taken place in the demand for lumber, and on account of the enormous preparations being made by our government to fit out our fighting forces, direct and indirect government requirements exceed all other demands. The demands for lumber of various kinds for ship building, cantonnments, factory buildings for manufacturing war materials, escort wagons and other types of vehicles required by the army, airplanes, boxes, handles, and numerous other items, are enormous, and it is the patriotic duty of every lumberman to give first consideration to these requirements.

The building industry, other than for government purposes, has been very much below normal, but is beginning now to show some improvement. The demand for lumber, therefore, for interior trim, has been lessened.

At the beginning of the year it appeared that the furniture industry would be affected somewhat the same as the building industry, but later developments show that the demand for furniture has exceeded expectations, and on the whole at the present time the furniture industry is limited more by shortage of labor and materials than by a demand for furniture. It is further reported that the increased demand for furniture is largely for the better qualities. This is accounted for by the increased wages paid to labor.

Secretary Pritchard also declared himself strongly in favor of taking the necessary steps to determine the cost of hardwood production and likewise in favor of uniform terms of sale for hardwood lumber, and dealt briefly with the necessity of organizing a hardwood dimension department to bring about "uniform methods of manufacturing and marketing hardwood dimension stock," heretofore sadly neglected by southern mills. In conclusion he said:

So far the year 1918 has been the most strenuous ever experienced by not only the hardwood industry but by all other industries. Old methods are being uprooted and it is a nerve-racking job for every man to do his part in keeping the ship properly afloat.

The first duty of every citizen is to assist the government and do everything in his power to help win the cause of liberty, and no hardwood lumberman will shirk this duty. But in performing our obligations and patriotic duty to the government, it is also our duty to properly preserve the interests of our industry. And I am sure it is not stating it too strongly to say that our government requires and expects us to properly organize and work as a unit for the best interests of our country.

The report of William Pritchard, treasurer, showed receipts of \$29,947.26 up to May 25 and disbursements of \$29,366.31, leaving balance on hand of \$580.95. It also showed that the assets of the association are \$7,998.63 as against liabilities of \$2,331.62, giving excess of assets over liabilities of \$5,667.01. It also disclosed that the approximate income of the association for the year will be \$71,579.68.

C. L. Harrison, Cape Girardeau, Mo., chairman of the advertising committee, indicated that the association had been very generous in appropriations, that the money thus provided had been used to the best ability of the committee, and that he and his associates stood ready to use as much more as would be set aside. "We have kept lumber prominently before the public as against substitutes," he said. "We regard propaganda in favor of lumber as the principal work of the association. We have been, and still are, using the best magazines and trade papers. We are giving serious thought, however, to a plan now being worked out of advertising lumber more directly through exhibits. We hope that

the oak people will be willing to send about \$100 for a big "furniture week." The idea is to inaugurate at a certain sum for preliminary newspaper advertising and then to prepare the exhibits. We believe that this will put oak back where it belongs.

"The war will be over in a few days and trade extension, in our opinion, should be carried on vigorously in order that wood may be kept properly before the public."

The necessity of seeking intelligent data bearing on the cost of producing hardwood lumber was emphasized in the address of President Jurden and in the report of Secretary Manager Pritchard, but the subject was even more forcibly presented to the association in the form of the following telegram from Gen. L. C. Boyle, of Kansas City and Washington, who is attorney for this organization:

"Your industry is in grave danger unless it can demonstrate its cost facts. The price fixing program may extend to the public and this would be fatal to hardwoods in the present uninformed state of the industry. Big things lie before us. All depends on good judgment."

General Boyle was scheduled to address the association on "Government Regulation and Price Fixing of Materials for War Purposes," but was unable to be present because of the serious illness of his wife and sent the foregoing message of warning to this body, saying at the same time he would be able to be with the directors of the association in about ten days for a further conference on this subject.

In the absence of O. M. Krebs, chairman of the cost committee, C. H. Sherrill of Paducah, Ky., led the discussion on the subject of cost. He declared that cost of production is the heart of the lumber industry as well as of all other industries and that it is absolutely necessary to know costs. Continuing, he said:

I have been unable to find as many as three who could agree on the cost of producing hardwood lumber. No two of us have the same character of operations. We are scattered over widely separated areas and have different environments which call for different methods. It is almost impossible to arrive at exact costs, but it is possible to arrive at average costs and this should be done without delay. Representatives of the hardwood industry at Washington have been much embarrassed in their conferences with governmental departments because unable to give costs. Unfortunately, the industry is divided among four large hardwood organizations. I shall hail with delight the day when the industry gets under a single banner and is administered by a single body capable of dealing with both quality and quantity, and, as far as the laws of the land allow, with prices.

We should be in position to make intelligent report of our costs at Washington instead of handling this vital matter in such a haphazard manner. No matter what expense devolves on this association or on individual members thereof, the question of finding out our costs is so important that it should be handled in the most aggressive manner possible. And the sooner we decide upon this course, the better it is going to be for you and for me, for the government and for all concerned.

C. L. Harrison, after stating that the Associated Coopersage Industries, looking after a business closely allied with lumber, had employed an engineer to make a survey of the coopersage industry with a view to developing the essential facts thereof, declared that the American Hardwood Manufacturers' Association should take similar action and thereupon moved that the executive committee employ an engineer to make a survey of the hardwood industry with a similar purpose in view, the information thus gained to be used as a basis for arriving at the cost of producing hardwood lumber. The motion carried with a provision that the expense of such investigation or survey is to be borne by the members, provided the cost is not more than 1 cent per thousand feet of the cut of each, and that the engineer is to work under the direction of the cost committee of the association. This motion carried by unanimous vote and the association will shortly set in motion machinery that will enable it to reach a definite idea of the cost of producing lumber, whether that information is to be used in case the government fixes the price of hardwood lumber or whether it is to be used to insure more intelligent handling of the ordinary commercial transaction of members of the trade.

F. R. Gadd, assistant to the president of the Hardwood Manufacturers' Association, after briefly stating what the government had done in the direction of fixing prices on yellow pine and fir, told members of the American Hardwood Manufacturers' Associa-

tion that the body mentioned herein connected had already employed a cost accountant who would soon make a report to the cost committee and that the latter would whip this into shape shortly. He said that the report of the gentleman would soon be ready and that it would be in a readable to any hardwood operator. He believed that cooperation between the two associations in finding out the cost of producing hardwood lumber would be an excellent idea and suggested that the Hardwood Manufacturers' Association would be glad, through its cost committee, to cooperate with the cost committee of this organization.

President Jurden, on behalf of the association, thanked Mr. Gadd for the offer and it is clear that the two bodies intend to work closely together on this subject, which is regarded at the present time as the most important confronting the hardwood lumber industry.

Col. S. B. Anderson, chairman of the committee on uniform terms of sale for hardwood lumber, submitted the following majority report:

Two per cent discount allowed if 80 per cent of net amount is remitted on receipt of invoice, balance on receipt and inspection or acceptance for net amount, due 60 days from date of invoice. No discount allowed on freight, whether or not prepaid. Prices based on existing rate of freight any increase therein, and federal war taxes to be paid by purchaser.

In speaking of uniform terms of sale, Col. Anderson said:

There have been no uniform terms of sale heretofore and the 2 per cent discount given originally for cash has ceased to be a cash discount and has become a trade discount, a discount which should be eliminated, especially since it is resulting in the sale of \$50 lumber for \$49.

The trade acceptance is very important for all lumber manufacturers, but it is far more important for those in the smaller towns, where banking facilities are restricted, than in the larger where accommodations are better. By using trade acceptances lumber manufacturers can secure all the money needed to finance their business.

We present this report as a working basis. These terms are now being successfully used by us and by many other lumbermen. We should dictate both our prices and our terms. A dollar saved on terms is far better than a dollar gained through increase in prices.

We will submit forms for trade acceptance to the executive committee and then to the members for adoption, with a view to bringing about uniformity as to form and practice.

The trade acceptance should be inclosed with the invoice and the terms should be in the body of the letter or quotation sheet instead of being merely stamped thereon.

Mr. Anderson further reported that the only difference between the majority report and the minority one lay in the amount of the net invoice to be covered by the 60-day acceptance. The majority one, he said, holds out for 100 per cent while the minority one asks only 80 per cent.

This subject proved of such wide interest that quite a number of members took part in the discussion. Mr. Anderson, as spokesman in behalf of the majority report, thought that, in view of the fact that there is a very pronounced shortage of lumber, sellers ought to insist on the full 100 per cent, thus putting lumber on the same basis as iron, steel, cement and other materials classed as construction materials. He intimated what had been done to him by lumber buyers in the past when there were more sellers than buyers and believed that, with more buyers than sellers, the latter should give the former some of their own medicine.

Rudolph Sondheimer said that the committee, in making its terms of 80 per cent on receipt of invoice and 20 per cent on receipt and inspection, was trying to "evolve something that would stick."

James E. Stark asked Mr. Sondheimer if the latter thought customers would be willing to give acceptance for 80 per cent before receiving the lumber covered thereby. To this Mr. Sondheimer replied:

"I think so, if all insist on these terms, and I further think that in time we will be able to obtain trade acceptances for 100 per cent of the net amount if accompanied by the invoice."

R. T. Cooper suggested that a discount of 2 per cent be allowed if 80 per cent is paid on receipt of the invoice.

Chester F. Korn said most buyers were willing to make settlement in cash on acceptance if assured adjustments will be made on inspection, but that they would like to keep back 20 per cent as a reserve for their own protection. Mr. Korn also thought that increases in freight should not be altogether at the expense of the

buyer unless it was shown that inability to make delivery within the time preceding the advance had been due to no fault of the sellers.

Mr. Sondheimer thought that, under the 80 per cent rule, adjustments would be made easier, and R. T. Cooper said that he thought 80 per cent terms would represent a fine start after the industry had floundered around so long with no definite terms at all.

Mr. Anderson was strongly opposed to this idea, however, and expressed his opposition in virile language. "We can establish any terms we want," he said. "Things are coming our way. We might just as well start at 100 per cent. I have had considerable experience with the terms contained in the majority report of the committee and I find them satisfactory. We are getting checks every day for 80 per cent of the net amount. I am willing to give 2 per cent cash discount but not a 2 per cent trade discount. In export business we have always drawn for 100 per cent. Importers knew that, if there were anything wrong, it would be adjusted. Everybody in the export business made the same terms and foreign buyers had to accept them. We can do the same thing in the domestic trade but, in order to accomplish this, we must all stick to the same terms.

R. L. Muse, Walnut Ridge, Ark., did not think it wise to assume the rôle of dictator and counselled going mildly so that lumber manufacturers "may look their customers in the face when conditions revert back to what they have been."

Mr. Anderson explained at this juncture that every dollar would be due in 60 days and that 80 per cent would be due on receipt of invoice, subject to a cash discount of 2 per cent, and the remainder on receipt of the goods.

Roland Darnell, speaking of the responsibility in connection with adjustments after giving acceptances, said the lumber trade is responsible just as the steel people and other interests are responsible and that the lumber men should get 100 per cent "because of our responsibility." He declared that Mr. Anderson was getting those terms and that all the lumbermen could get them if they went after them and insisted on them.

Mr. Muse said that, because of lack of organization and system, the lumber business differed radically from the steel and iron business and that lumbermen vary quite as much as their customers. "There are lumbermen and there are lumbermen," he said. "Some know lumber and some don't. Some know grades and some don't. It is mighty easy to get into the lumber business but it is frequently quite difficult to get out of it—whole."

N. H. Walcott thought it advisable to ascertain what terms are used by other associations.

E. A. Lang of Chicago thought it unwise to be hasty in acting on a subject of such importance and therefore moved that the subject be left in the hands of the present cost committee. The latter will report to the executive committee and these gentlemen will draft uniform terms of sale which will be binding on all members of the association. This motion prevailed by unanimous vote and these terms will be announced shortly.

John W. McClure made a statement to the members regarding the controversy with the vehicle interests having contracts with the government for large quantities of army escort wagons, but this statement was solely for members and the press was requested to abstain from publishing anything in regard thereto. Mr. McClure was a member of the committee from the association which recently published the report of its work in Washington that caused so much comment.

S. M. Nickey, chairman of the inspection rules committee, said he and his associates had had very little to do in striking contrast with the similar committee of the National Hardwood Lumber Association. He said that his committee had had some suggestions regarding a uniform standard of inspection but that, before it could take action thereon, a number of lumbermen had gotten together in Chicago and sent out a letter on this subject. Later Mr. Nickey introduced the following resolutions, directly in line with the policy of the association as outlined at its organization meeting in January, which were unanimously adopted:

"That the association adopt any proper plan which has for its purpose the bringing about of a universal standard of inspection of hard wood lumber under one set of inspection rules, without, at this time, going into the details of any proposed plan."

These resolutions were not only adopted but they were adopted without a single word of discussion.

F. F. Fee, president of the National Lumber Exporters' Association, said there was practically no export business at the moment because of lack of ocean shipping space and the prohibitive rates thereon. He asserted that lumber is being exported only to the governments allied with the United States in the present war and that this is being used almost exclusively for war purposes. He also said that it is being sent as damage because the government has pre-empted all ocean cargo space for moving troops, foodstuffs, materials and general war supplies. Indeed, he declared the export business about as near nil as he hoped the kaiser and the institutions for which he stands would be at no distant date.

Horace Taylor, president of the National Wholesale Lumber Dealers' Association, brought greetings from that body to the American Hardwood Manufacturers' Association. He expressed pleasure at coming to Memphis because of the active interest Memphis lumbermen take in the good of the industry. He regarded a cost system as highly essential and declared that "if we are to maintain the soundness of our prices, we must be prepared to go to Washington and present intelligent ideas of our costs."

James E. Stark, after reading extracts from resolutions adopted by the Southern Hardwood Traffic Association against the proposed advance of twenty-five per cent, as affecting lumber and forest products, presented the following resolutions thereon, which were adopted by unanimous vote:

Whereas, Reports received through the press and other sources indicate the intention of the United States railroad administration shortly to request the common carriers to file tariffs naming a horizontal advance of twenty-five per cent in all freight rates, and

Whereas, It is the desire of the members of the American Hardwood Manufacturers' Association to favor any plan which will result in the successful conduct of the war, the members of this association being anxious to support the plans of the government, and

Whereas, The members of this association feel that this is a matter which should also be carefully considered in the light of its effect on business conditions after the close of the war, therefore be it

Resolved, By the American Hardwood Manufacturers' Association that we recommend that this matter be first carefully considered by the Interstate Commerce Commission, the association pledging its full support and confidence to the Interstate Commerce Commission in any decision it may reach.

F. F. Fee, speaking of the resolutions, said the country needs help but that, in order to be effective, this must be intelligently given. He did not approve of such a heavy advance on lumber and other materials essential to the successful conduct of the war. On the contrary, he strongly advocated increase in revenues for the railroads through a sharp advance in passenger rates, which he termed a tax on "joy-riding." Continuing, he said: "Lumber is a necessity to the government in winning the war and the government should help us to tide over present conditions. We are loyal, as demonstrated by our contributions to the Red Cross and other war funds and as shown by our purchase of Liberty bonds. The lumber industry is suffering from emergencies. We should be willing to give the advances if they are shown to be absolutely necessary, but we want to be sure that they are necessary. In the event they are, we should act accordingly."

Mr. Stark, in presenting the resolutions, suggested that the hardwood lumber industry might be able to pay the advance now while there is such stimulus from the vast needs of the government, but he believed the trade, in considering this subject, should look at it from the standpoint of what its effect on the industry will be when this stimulus is taken away and when the trade must rely on the regular laws of supply and demand.

After a brief statement on the labor situation, during the course of which he said that one of his firms had been forced to raise wages three times within the past three weeks in order to keep its plant in operation, and during which he decried the action of gov-

ernment contractors in offering false wages to workmen, Secretary Pritchard was instructed to draft resolutions protesting against the action of government contractors passing the sanction of the government in inserting advertisements in the daily papers offering such high wages as to attract labor from one section to another, with consequent detriment to the lumber industry and to all other industries. Secretary Pritchard, in drafting these resolutions, will keep in mind that it is the sense of the association that labor should be treated fairly and that nothing be said that will make it appear that there is any desire on the part of members of the association

to prevent workingmen from selling their labor commodity market at the highest possible price.

President Jones, in connection with the discussion regarding exportation of yellow pine, said that the war trade board had been advised that there is a great deal of low grade white oak available for use in Canada and the country not suitable for exportation overseas and that, although lumber manufacturers may profitably operate on this wood, it is necessary that an outlet be had for the lower grades.

The meeting then adjourned.



Dimension Manufacturers Organize



Immediately following adjournment of the semi-annual of the American Hardwood Manufacturers' Association at Memphis, Tenn., Saturday, May 25, dimension manufacturers from Tennessee, Arkansas, Mississippi and Texas met and formally organized a dimension department of that body, with eleven members as follows:

L. I. Gunn, Boone's Creek, Tenn.; R. T. Bugg, Memphis; West-Bass Lumber Company, Coffeeville, Miss.; J. H. West, John V. Wright, Bolivar, Tenn.; Thomas J. Turner, Grenada, Miss.; J. A. Harrison, Jonesboro, Ark.; John L. Milner, Grenada, Miss.; E. D. Blagg, Talon, Tex.; Lynch Lumber Company, Jonesboro, Ark.; E. G. Lynch; "Hickory" Jones Company, Lufkin, Tex.; Arthur (Hickory) Jones; R. L. Muse Lumber Company, Walnut Ridge, Ark.; by R. L. Muse.

These gentlemen chose the following governing committee: R. L. Muse, chairman; Arthur (Hickory) Jones of Texas, representing hickory; T. J. Turner of Arkansas, representing ash; J. V. Wright of Tennessee, representing oak, and J. H. West of Mississippi, representing the other woods from which dimension stock is manufactured.

These gentlemen held a brief conference during which they discussed ways and means of increasing the membership of this department. It is the idea of the governing committee and those who have identified themselves with this department to bring in just as many dimension manufacturers as possible. A committee on membership will be appointed in the immediate future and other committees will likewise be named to take up other work that must be done if the department is to be put on an effective basis.

The gentlemen who have already joined the department will pay an initiation fee of \$25 and they will likewise pay the assessment of 3 cents on their cut, log scale measure, to help defray the general expenses of the association. The governing committee of the department, however, will determine the extent of the assessment, if any, to be levied on the cut of members of this department for the purpose of advertising and trade extension work in behalf of dimension stock. This assessment will be determined in due course. C. L. Harrison of Cape Girardeau, Mo., chairman of the advertising committee of the association, urged that the governing committee fix a liberal assessment so that advertising and trade extension work in behalf of their output might be carried along on a proper scale.

R. L. Muse, as chairman of the governing committee for this department, becomes automatically a member of the advertising committee. Members of the association who are now producing dimension stock in considerable volume will, since this department has been organized, automatically become members thereof.

The department has already actively begun work for the government. It has undertaken, at the request of the ordnance department, to ascertain, as fully as possible, the amount of spoke billets and rim strips available in the South for the manufacture of artillery wheels. In securing this information it will seek the cooperation of every dimension manufacturer in the territory covered by the association.

This makes the fourth department within the association, the others being the oak, gum and rotary veneer.

The new department will have the active aid of the association and the feeling among those who have joined the department already is that the hardwood dimension business will shortly be on as uniform and as substantial basis as that of other hardwood products. Efforts heretofore to organize the dimension industry have not been particularly successful, but, with the backing of such an active, aggressive and efficient organization as the American Hardwood Manufacturers' Association, members of the department feel that the outlook is quite attractive.

Agree on Price for Requisitioned Lumber

Although the matter affects largely yellow pine, it is of interest to the entire trade to state that, after months of effort, representatives of the Baltimore yardmen, together with those in other cities of the East, have at last succeeded in reaching an agreement with the government in regard to the prices which shall be allowed for stocks commandeered by the military and other authorities for war and related uses. Ever since last December the negotiations have continued, and several times they seemed to be just on the verge of a satisfactory outcome when something occurred to delay or prevent a settlement. The question at issue was in the main one as to the overhead charges, on which point the ideas of officials at Washington and the yardmen differed widely, so widely, in fact, that the allowance made on some of the stocks requisitioned was about ten dollars under the price which the yardmen declared it would cost them to replace the lumber so withdrawn. Government auditors made two investigations here, but each time their findings were contested by the yardmen as giving no consideration to various important items of expense. Under the agreement now reached, the government will allow on all lumber requisitioned the government mill base plus freight and plus allowance for overhead, and a profit subject to agreement by the Baltimore district. This aggregate price is about the same as for Philadelphia and lower than for New York and Boston. Replacement of stocks with similar lumber is also provided for. Under the new arrangement the Baltimore yardmen have withdrawn from the National Lumber Emergency Bureau at Washington and have established here what is known as the Baltimore Retail Lumber Emergency Bureau, with headquarters in the National Marine Bank building, Baltimore. Ridgeway Merryman, a former president of the Baltimore Lumber Exchange, is in charge. The delegation which worked diligently to bring about this result was headed by Pembroke K. Womble.

The yellow pine folks have found that in dry kiln work it pays to separate the select lumber from the common, to sort for lengths and where practical to separate sap from heart to get the best results. Would something of this same kind in modified form not be found advantageous in hardwood also?

One of the results of the comparatively widespread use of spraying machines for varnish is that now some of the leading varnish concerns make a varnish especially thin for use in spraying machines without further treatment or thinning down.

Occurrences at Washington Interesting to Lumbermen

Personal Mention and the Activities of Various Boards and Committees

Perhaps the biggest question of the war from the standpoint of the lumber industry is being gone over now in a series of important conferences among lumbermen and government officials on the subject of fixing lumber prices to the public. Members of the manufacturing branch of the industry have become reconciled to the idea after a talk with Bernard M. Baruch, chairman of the war industries board, who told them frankly that the government would fix prices to the public on lumber, as it has on steel, coal, copper, etc.

It is known that the government will fix a price or prices for the millmen to sell to other customers than the government. This will apply at first to the pine and fir industries, it is reported, with the prospect that it will later apply to hardwoods and other lumber. The government may also fix the prices at which wholesalers and retailers will sell lumber. Lumber manufacturers say that conditions would be unfair otherwise, with no limit placed on the wholesalers' and retailers' profits.

The manufacturers, speaking through the directors of the National Lumber Manufacturers' Association, at a special meeting in Washington this week adopted a resolution accepting the government public price plan, which resolution is as follows:

In an address before congress on December 3, 1917, the president stated, in effect, that in his judgment, as a government war policy, prices on commodities should be so fixed that production would be encouraged and the public safeguarded against excessive burdens.

In this hour of national stress the lumbermen of the United States recognize that one outstanding concern of all patriotic men is the necessity of supporting the president in his war policies, and that personal opinion and judgment as to the legal rights should be submerged in the larger thought of the nation's needs.

In the recent convention of the National Lumber Manufacturers' Association in Chicago, wherein every branch of the industry was fully represented, it was unanimously resolved that, if in the judgment of those in authority in Washington, lumber prices should be fixed to the public as well as to the government, the industry would adjust itself to such program.

Mr. Baruch, chairman of the War Industries Board, has advised this committee that lumber prices should be fixed to the public as well as to the government.

In the thought, and having faith that the government will deal fairly and justly with the industry, this committee, duly appointed by the National Lumber Manufacturers' Association to deal with this matter, hereby resolves to record its assent to the policy of the government to fix prices to the public and pledged its hearty co-operation in carrying out the spirit of this plan.

Whereas, The government has reached the conclusion, as expressed by the chairman of the War Industries Board, and by the request of the president in his address to congress on December 3, 1917, that it is necessary to fix prices on commodities, so that production may be encouraged and to protect the public from unreasonable prices.

It is, therefore, Resolved, By this committee, representing the National Lumber Manufacturers' Association, in the absence of any power being conferred upon any agency of the government to fix prices, and having faith that the government will deal justly with the industry, we yield our personal views and will endeavor to reach a fair and reasonable conclusion by agreement with the government in carrying out its purposes.

The directors have since taken up details of the situation for discussion. They delegated Charles S. Keith, president of the Southern Pine Association, and E. H. Hazen of the West Coast Lumbermen's Association to confer with each other and with cost experts and auditors in an endeavor to agree for the pine and fir interests upon the economic principles and elements of the cost of production that should be adopted by the government as the basis for fixing prices to the public.

If this matter is worked out satisfactorily it will be presented to the price fixing committee of the War Industries Board, together with the lumber manufacturers' idea of what the price to the public should be, for consideration by the committee.

The fir interests are scheduled for a hearing before the price fixing committee next Monday. The pine interests will probably be heard later.

A number of wholesale lumbermen are actively at work here in

connection with the price fixing negotiations. They want the wholesale interests to be recognized in the plan that is adopted. They have been in touch with the War Industries Board for some time and more recently have conferred with President Kirby of the National association, Director of Lumber R. H. Downman, Charles S. Keith, president of the Southern Pine Association, and others. It is rumored but not confirmed that the government is disposed to allow only one dollar increase over the mill price to the wholesalers. The latter say this is not enough to give them a profit and is not fair, especially as the government has found in certain instances that the retailers' price might be \$12 more than the price now paid by the government.

Wholesalers do not want the government to fix the wholesale price. If it does not they would be free to charge what they could get over the government mill price. Retailers have been asking an increase in the approved prices for lumber obtained by the government from retail yards for emergency purposes upon the ground that the cost of handling, hauling, etc., has gone up materially.

If the wholesale price is fixed wholesalers hope that it will include a reasonable amount over the mill price and that it will not be set for any definite period of time, as they say the scheme of establishing prices for a limited period operates to check sales toward the end of that period because millmen believe that their prices will be increased after the end of the period.

Timber owners of the west are represented at some of the price conferences here by E. T. Allen of Portland, Ore., who says that the economic principle that the price fixing committee may adopt as the basis of price fixing may be of vast importance to timber owners, especially if it involves the value or cost of stumpage, as it very likely will.

The fir loggers want an increase in the government price on No. 3 logs, which the fir mill men are opposed to. The fir millmen want increased lumber prices. The War Industries Board has authorized the statement that the fir people have not reached any preliminary agreement on the price question.

It is thought by lumber manufacturers that the government-fixed mill prices to the public will be higher than the prices now paid by the government to the mills, though not so high as the commercial market price. However, lumbermen have a theory that the new price to the public from the mill should be high enough to cover the cost of production of any manufacturer. If it covers such peak cost it will insure substantial profit to many mills whose cost of production is less.

The new prices are expected to be modified from time to time as conditions change, being revised upwards sometimes as costs increase. Periodical price adjustments have been made in the case of steel, copper and other raw materials.

The government policy in other commodities is to fix the price not only of raw materials, but of their finished products. Thus the fixation of government prices on shoes is to follow price fixing on hides and leather. Under this policy the government might fix the price of articles manufactured from lumber.

There are many angles to the lumber price fixing situation. One lumberman says that it has more facets than a diamond. Lumbermen generally do not like the price fixing idea, so far as the public is concerned, but they can not avoid it, so many of them are determined to get what credit they can by accepting the idea and make the best of the situation. They believe that it may have some good results, though they fear not enough to counterbalance the bad results that may follow the government program.

Walter E. Chamberlin, Boston; C. H. Worcester, Chicago, and J. H. Ransom, Portland, Ore., have resigned from the lumber director's staff. It is known that Chamberlin and Ransom do not agree with the plan of fixing prices to the public. Neither does

Director Dowman, nor some members of the price fixing committee, but it is to be done nevertheless.

Some of the most prominent lumbermen in the country are here in the price conferences, including besides those named above President Burnside of the West Coast Association, F. L. Sanford of Zona, La.; W. J. Sowers of the Southern Pine Emergency Bureau; R. B. Allen, secretary West Coast Association; Lewis Germain, Pittsburgh wholesaler and president of the wholesalers' bureau; W. H. Sullivan, Bogalusa, La.; R. A. Long and L. C. Boyle, Kansas City; E. D. Kingsley, Portland, vice president of the West Coast Association; Edward Hines, Chicago; E. C. Harrell, secretary Georgia-Florida Sawmill Association; M. L. Fleishell, chairman Georgia-Florida Emergency Bureau; Roland Parry, manager of that bureau; John L. Kaul, Birmingham; H. B. Wood, president Alabama-Mississippi Emergency Bureau; M. L. Wooten, its Washington manager, and others.

The wholesalers have been making a hard fight for recognition. They are compiling answers to hundreds of questionnaires sent out by the wholesalers' bureau to small mills asking whether they belong to manufacturers' emergency bureaus, whether they are getting government business, whether they could handle it, whether they need the services of the wholesalers, and will join in a petition asking for recognition. In hundreds of cases, it is said, the small mills are backing up the wholesalers.

MAXIMUM PRICES FOR PENNSYLVANIA HEMLOCK

After considering the information submitted by the Federal Trade Commission as to the costs of hemlock lumber production in Pennsylvania, and the information submitted by representatives of the manufacturers of such lumber at a hearing granted to them on Wednesday, May 8, 1918, the price-fixing committee of the war industries board passed the following ruling covering maximum prices for mill shipment of Pennsylvania hemlock lumber:

That the price of \$31 per thousand feet, f. o. b. cars Philadelphia, which has been in force since April 6, 1918, shall be continued in effect as the basic maximum price of Pennsylvania hemlock lumber to all departments of the government until August, 1918.

The following companies, which produce the greater part of the Pennsylvania output of hemlock lumber, were represented at the hearing:

The Goodyear Lumber Company, Norwich, Pa.
Wheeler & Dusenbury, Endeavor, Pa.
Pennsylvania Lumber Company, Kelleysville, Pa.
Central Pennsylvania Lumber Company, Williamsport, Pa.

In order to avoid the complication and confusion of the varying freight rates from the different mills, and by reason of the government construction program on the Atlantic seaboard, which makes it apparent that the United States will require substantially the entire output of No. 1 and No. 2 grades of Pennsylvania hemlock, it was agreed at the hearing by all of the above manufacturers:

That the system of delivered prices be discontinued, and that there be substituted as basic maximum the price of \$27 per thousand feet, f. o. b. mill, to be effectuated as per list attached.

That their entire stock and production of Pennsylvania hemlock, grades Nos. 1 and 2, will be held available for the direct and indirect needs of the government in the war, and will be distributed and dealt in subject to the control of the war industries board.

That such of the foregoing lumber as, in the judgment of the chief of the lumber section of said board, can without detriment to governmental requirements be released for urgent commercial or other needs, may be sold to earlier purchasers (with his consent) at prices which, per item, shall not exceed the prices as established by the attached list.

The foregoing arrangement shall continue effective until August 8, 1918.

Miscellaneous Happenings

Bids on 145,000 feet of white oak lumber are wanted by the navy department to be opened June 17, as follows:

68,266 feet B. M. (about), 200 pieces 16 by 16 inches by 16 feet.
51,200 feet B. M. (about), 200 pieces 12 by 16 inches by 16 feet.
25,500 feet (about), 200 pieces 8 by 12 inches by 16 feet.

The government is placing small freight car orders, left over of the big total of 100,000 cars ordered some time ago. It is reported that orders for thousands of refrigerator and live stock cars will be placed.

T. A. Green of the Southern Pine Association is here interested in this matter and is having a number of wooden barges built by the government to be placed in water ways.

F. L. Sanford is representing the lumbermen in submitting suggestions to the treasury department for modification of the legal definition of invested capital under the excess profits tax law, and for other changes in that law that will clear up its meaning.

The war department construction division is to establish a big lumber storage yard at Norfolk, where construction material may be assembled and distributed as needed.

Southern Pine Emergency orders in May aggregated 266,000,000 feet and shipments aggregated 151,000,000 feet.

More wooden ships of the Ferris type are to be built, according to lumbermen's understanding, because some southern mills are completing the cutting of their contracts for Ferris ship schedules and would be idle or their ship schedule cutting organization broken up before the Daugherty wooden ship schedule specifications are ready for contracts for the larger ships to be awarded. It is reported that fifty more Ferris schedules may be ordered.

It is reported that the government may spend \$3,000,000 building a railroad into the Olympic national forest, Washington, to get isolated spruce timber there for airplane manufacture.

It is also reported that many draftees in the limited service classes will be called out for work in the forests, cutting airplane material.

Sawmills, it is especially requested by the war industries board, should burn wood wherever possible; likewise logging railroads. However, many mills have asked the board's priorities committee to give them priority in obtaining coal. There is a coal shortage, especially in the East and South, it is stated, and not enough coal for all. The board has asked the railroad administration for information as to which logging roads need coal for their locomotives, owing to the steepness of grades on their lines.

Government contracts of interest to the trade have been granted recently as follows:

Edward L. Davis Lumber Company, Louisville, Wash.
American Axe & Tool Company, handles.
Strombeck Manufacturing Company, file handles.
Economy Drawing Table Company, handles.
Northwestern Manufacturing Company, barrack chairs.
Blind Spoke & Auto Wheel Company, Portland, Ind., wood wheels.
Schwarz Wheel Company, Philadelphia, Pa., wood wheels.
Standard Wheel Company, Terre Haute, Ind., wood wheels.
Auto Wheel Company, Lansing, Mich., wood wheels.
Hayes Motor Truck Wheel Company, St. John, Mich., wood wheels.
Prudden Wheel Company, Lansing, Mich., wood wheels.

Besides oak, the navy wants 16,000 feet of cedar, 80,000 feet cypress and 40,000 feet poplar lumber. It is also asking bids on hundreds of chairs and other furniture.

M. H. Robertson of the Maple Flooring Manufacturers' Association has been here lately to interest government officials in flooring for the war housing operations to be undertaken.

Capt. A. E. Selfridge of California is back at his desk in the lumber director's office.

Major E. G. Griggs is reported to be running a government cutting mill for spruce and fir airplane stock at Vancouver, Wash.

It is announced that by agreement between the war trade board and the Norwegian government Norway will permit the exportation of the following to the allied nations:

Wood and manufactures of wood—Round timber, mainly pitprops, 150,000 tons; sawn planed wood, in all 400,000 tons; pulp (dry weight), 125,000 tons; chemical pulp (cellulose), 200,000 tons; paper, 125,000 tons; matches, 5,000 tons; total, 1,005,000 tons.

It is also announced that Great Britain has elapsed an embargo on the exportation of handles, wooden barrels and casks, unmounted sticks, woven rattan, etc.

Issues Box Specifications

The National Emergency Bureau of the Wooden Box Industry makes public the following:

The ordinance department wants packing boxes to hold fibre containers carrying powder. There are seven sizes of these boxes, as follows:

A—26 $\frac{1}{2}$ x 20 $\frac{1}{2}$ x 13 $\frac{1}{2}$
 B—28 $\frac{1}{2}$ x 17 $\frac{1}{2}$ x 11 $\frac{1}{2}$
 C—27 $\frac{1}{2}$ x 13 $\frac{1}{2}$ x 13
 D—43 $\frac{1}{2}$ x 12 $\frac{1}{2}$ x 12 $\frac{1}{2}$
 E—46 $\frac{1}{2}$ x 13 $\frac{1}{2}$ x 13 $\frac{1}{2}$
 F—29 $\frac{1}{2}$ x 17 $\frac{1}{2}$ x 9
 G—25 x 20 $\frac{1}{2}$ x 10 $\frac{1}{2}$

(Variation 1, 16 allowed each dimension.)

The boxes are to be Style 2, except that the vertical cleats extend through the top. Sawn, well seasoned lumber is to be used, and it is to be surfaced two sides; ends to be of $\frac{1}{2}$ -inch hardwood and cleats of $\frac{3}{4}$ inches softwood. The vertical and bottom cleats are 2 $\frac{1}{2}$ inches wide and the top cleat 2 inches wide. The vertical cleats are grooved for $\frac{5}{8}$ -inch Sisco or Manila rope handles, which extend about 7 inches under each cleat, and must be long enough to be able to pass over a 2x4 laid flat on the top of the box. The sides, top and bottom are to be $\frac{3}{4}$ -inch to $\frac{5}{8}$ -inch softwood or scant $\frac{5}{8}$ -inch hardwood. Ends and sides to be

in two pieces and top and bottom to be in three pieces. No piece to be less than 2 $\frac{1}{2}$ inches. All pieces to be tongued, grooved and glued. All nails to be standard cooler or sinker cement coated nails except cleats may be nailed to ends with common wire nails. Nails are to be mostly 7d and set staggered and on ends to average 1 $\frac{1}{2}$ inches centers and cleats to have six nails each.

Boxes to be strapped by either two Signode straps $\frac{3}{4}$ inch by .020 gauge, with six staples, four at edges and two over the tie, or three strap irons $\frac{5}{8}$ inch by .040 gauge with the end straps fastened with 3d nails and the middle strap fastened with $\frac{1}{2}$ -inch barrel nails, all placed 6 inches apart.

The office of the quartermaster general has been considering the exclusive use of wire-bound boxes for shipments of canned goods abroad, together with the subject of general box specifications, and has just issued boxing specifications for the quartermaster corps dated May 23, 1918, which provide that both nailed and wirebound boxes shall be used for this purpose.



The Southern Labor Situation



But few people, other than those directly connected with logging operations, realize the gravity of the labor situation in the southern hardwood regions. It is not only serious; it is appalling. While the car shortage and embargoes so greatly handicapped the getting in of raw material and shipping of manufactured products, the labor shortage was serious but its real tone was not realized until after the railroad situation had been alleviated. Of course, the shortage of cars has not been overcome, but it has been greatly modified, and after the extraordinary winter operators looked forward to a little better sailing. Those companies operating their own tram roads, or having proper connections, and those on good waters have naturally had a good supply of logs. But now there are many piles of logs that don't seem to make proper progress in the way of depletion, and the answer is lack of help.

In this connection it is well to state that the spring season, usually marked by soggy and water-covered woods, was exceptionally dry. In fact it seems that prohibition hit the country so hard that it affected the rain fall. This has resulted in excellent logging conditions, but has had the reverse effect on log transportation to those mills dependent upon small streams for floating in their supply. This shortage in connection with the depleted labor supply has resulted in some mills being closed entirely, and others operating only half capacity.

In other words, it is an impossibility to get sufficient labor to man the mills to meet the extraordinary demand for their product. Of course, the draft has reached thousands of workers of every description, and many men have been lured to far away points by the extraordinary wages being paid men who can saw a two by four or drive a tack.

As is not generally understood by the consumers of southern hardwoods, white labor is not only scarce, but it will not as a rule engage in common labor. In the past wages have not been sufficiently remunerative to attract them, and then a white man just naturally won't do a "nigger's" work. The negro is the chief laborer of the Sunny South, due to his overwhelming ubiquity, and the paucity of white labor. It was but a few years ago (count them on one hand) when the prevailing rate for labor was \$1.25 per day, and \$1.50 was extraordinarily high; and even last fall the operators were complaining that the rates of \$1.75 to \$2.00 per day were woefully high. But, they are beginning to realize that those were low rates compared to present wages. The negro labor is now being paid \$2.25 to \$3.50 a day, and the end is not yet. Common white labor except in isolated instances is unheard of.

It is but a few days since a tight state company from one section invaded the domain of another, offering \$3.50 a day for labor; stove jointers 85 cents a thousand, and other rates proportionately, with the result that one mill in particular was practically minus a working force. A year ago jointers were paid 50 cents a thousand, and considering that a good jointer will cut as high as 8,000 staves

a day, possibly 10,000, you can appreciate what happens to the pay roll with an increase of 35 cents per thousand, and corresponding increases in other lines. But even at these rates it is impossible to procure the necessary help, and it is a common sight to see young boys and girls, hardly in their teens and some ten or eleven years of age, piling staves, and helping the jointers. One plant visited had an excellent supply of bolts, but the heading mill was short of help; the jointers were put to work stacking, and the vice-president of the company and his bookkeeper were working overtime loading a car of staves.

Every operator in the South is similarly affected. Yards are full of debris and unpiled timber; production is curtailed, equipment unrequired, and the labor that is procurable seems to take an interest in its work but one day every two weeks—a pay day.

Labor in the South is peculiar. During a stress like that at present, its idiosyncrasies are more exasperating to the operator than is the most radical union labor in the North. In the North the men do not hesitate to work if working conditions and money matters are taken care of, but negro labor in the South becomes more independent, or indolent and less inclined to work the greater its earnings become. Sufficient money to last a few days seems to be the predominating idea. A man works a few days, earns a few dollars, takes a few days vacation, spends the few dollars, and then returns to repeat the trick. It does no good to discharge a man, because he knows that the operator across the street is waiting for him with open arms. The spirit of "manana por la manana" which obsesses our neighbors in Mexico seems to be merely transformed into "Boss, Ah done been sick; Ah can't do no work today." The more money paid, the greater sickness prevails, and the smaller the crews.

Many plans have been tried and are now being employed not only to retain labor, but to get the men to work six days a week. One company pays a bonus which amounts to from thirty to fifty dollars, providing the men work steadily for a certain period. This period extends through the cotton picking season, and if a man leaves his work to earn the bigger wages paid in the cotton fields, he loses the bonus. Another plant offers an extra 25 cents per day to each man who works six days a week. Another offers prizes running from \$1.50 to \$5.00 for the best records in attendance at work, and one patriotic operator offers war savings stamps. However, the greatest magnet is the high wage which assures a "good time" for a few days' work.

One operator whose plant was more or less isolated, seemed to have little trouble retaining his help. Of course special quarters were provided for the men, and as the location was a long way from any town, women were allowed in the camp, "easy boot-legging," and more or less personal liberty made a very good holding card.

Many of the operators have employed women, both white and

colored. However, in the territory in and about areas to Memphis, the majority of the female labor force is to be found in the veneer factories, panel factories, box plants, etc., doing practically all of the lighter work, such as operating the edgers, trimmers, dryers, clippers, glued stock, etc. Women are to be found also in many of the lumber yards, where their work consists mainly of driving, although a few load and unload lumber. Some operators do not take kindly to employment of this character for women. Then it must also be considered that the women are not very apt in grading lumber, and if a load of No. 1 common gets piled up with some No. 3, or in the wrong alley, there is considerable ex-

pense attached to the reworking, re-sorting, etc. One operator objected to employing women. The men paid more attention to the women than they did to the work. Another was planning to employ women, figuring the men would remain where the women were to be found.

However, the solution of the labor problem has not been found. One operator said that the key to success in retaining help, which with another is being sought. Really, there does not seem to be a practical solution at present, though labor requirements would be materially reduced if some plants of more up-to-date equipment were installed, grading facilities revised, or the motor truck utilized.



The Lumberman's Round Table



Forcing Out the Broker?

Here is an experience in another field which is suggestive, and which is undoubtedly playing its part in the hardwood trade.

The man referred to is a paper broker. He has been in the habit of going out and selling high grade, high priced bond and bond paper, placing the business where he could get satisfactory discounts, and either carrying the account himself or having the shipper put it on his books and pay him his commission direct.

Right now he is on the ragged edge, and is preparing to go out of business. He can sell paper all right—but he can't get deliveries. The mills don't require much assistance in the way of getting markets for their products, but they are having their troubles with materials, labor, shipping conditions and government requirements, the result being that they are tending to their knitting and taking care of their own business first.

The trade of the broker can shift for itself, as far as they are concerned.

The man in mind has a lot of paper profits on his books, but mighty little cash in the bank. He has just about decided to go to farming or some other productive work, and quit trying to maintain a position in a market which seems to have very little use for him.

There are comparatively few brokers of this type in the hardwood trade. There are, however, a good many legitimate jobbers, who buy and sell outright, carry their own accounts and frequently finance producers. There will always be a place for them. The man who is being shoved into the background, and who is sure to lose out, entirely regardless of possible government regulations on the subject, is the one who contributes nothing to the transaction, and who, when all is said and done, is a purely fictitious character, as far as real distributing value is concerned.

In a way he is a commercial parasite—and these are not times that are favorable for the pleasant and continued existence of parasites.

The Good Oak Barrel

Whisky manufacturers are probably resigned to the fact that their business is about to depart to that place where, according to Bill Nye, the woodbineth twine. Whisky making, as well as whisky drinking, is about through.

It makes one stop, however, to recall how many million feet of good oak timber have been made into tight barrel staves for the whisky trade, since they began converting cornjuice into fire-water. Some of the finest white oak that ever grew has been devoted to holding the output of the still, and to aging the product which called forth one of Ingersoll's most famous apostrophes.

Some time ago a visitor walked through a whisky warehouse, and saw gleaming in the staves of the barrels beautiful figured wood that would have looked fine in a table or piece of interior trim, but somehow seemed a bit out of place there. Figure has no intrinsic value, of course, and is valuable because of its esthetic appeal; yet there is no getting away from the fact that a beautiful piece of wood might have a finer mission than catering to the

needs of those who burn out their gizzards with highballs, even when the materials thereof were made in old Kentucky.

The passing of the whisky trade, while an immediate misfortune to those who have been supplying the tight barrels needed for it, will ultimately be a good thing for all branches of the forest products industry, because splendid material that has been devoted to making whisky barrels will now find a place in more useful products, where it will be appreciated and will serve the wants of generations of people.

As a final paragraph, it may be noted that those in the whisky business are well taken care of, as something like a 200 per cent increase in the value of whisky stocks has occurred since whisky making was stopped last September. And even some of our friends in the stave business no longer worry since they have discovered oil in districts where the principal industry formerly was hewing out bolts for whisky and beer barrel staves.

Looking a Bit Ahead

A certain Chicago veneer warehouse contains a big stock of materials for doors. There is no demand, to speak of, at this particular time for door stock, because the building trade is pretty well shot to pieces. Nevertheless, the veneer manufacturer seems to be satisfied with his property, because he knows that one of these days he won't be able to supply the door people fast enough, and that in the meantime he can afford to carry the stock and wait for conditions to change.

That is the philosophic attitude to take, and the only one worth assuming at this stage of the game. If business is dull in one direction, there is always more to be had somewhere else. Nowadays it is not much trouble to find people who are willing and anxious to buy lumber, veneers and other products of the mill, and those who have stock which is not especially suited for present needs can afford to hold it until the pendulum swings back and there is again a need for that particular material.

What is happening, however, in the door trade? It is said by those in a position to know that a good many of the door manufacturers have turned to the production of aeroplane materials, and that they are holding their organizations together and serving the country in an effective way by helping to make airships. Here again it is a case of doing the thing that lies nearest; if one product is unsalable, make something else.

But it will be some scramble for "position" when conditions are restored to normal—and the house which has been looking ahead and keeping a grip on its old market by study and cultivation in a limited way should be able to regain the favored place it formerly held when the opportunity to do so is restored.

Lumber can be put through a planer at speed rates varying from about 50 or 60 feet a minute to about 200 while the rate of feed through a drum sander is from 12 feet to 24 feet a minute. It is easy to deduce from this that the smoother the planing is done and the smaller amount of sanding required to secure a finish the more economical will be the work of machining.



The Sawdust Trail



A Visit to French Lick

In the spring time, also in the fall, there are a number of lumbermen who wend their way toward French Lick. They do that to rest and take advantage of the wonderful waters of that resort. It is rather a peaceful place and has other attractions than the fountain of youth.

It is noticeable that the same men who carry a rule as a general thing about four or five days a week, either to look over scaling a bunch of logs or inspecting a carload of lumber, when they get to French Lick they buy a cane. We have always been able to buy one for twenty-five cents, but like all good things the canes have gone up too, and now are fifty cents. That is a good excuse for some of our friends bringing their canes of last year or several years before. I noticed several prosperous lumbermen do that stunt recently.

It is interesting to note the picture printed on this page of our mutual friends John W. Dickson of Memphis and Fred Mowbray of Cincinnati, the end man of this picture. The centrally located gentleman is also a politician. He is one of the Tammany tribe, but do not remember his name. This trio of gentlemen also are regular visitors at French Lick. But in the old days before they became important folks at French Lick they traversed to Hot Springs each year about the time that mother used to give us sulphur and molasses and sassafras tea. I saw this picture the other day and could not refrain from introducing some of their old friends as well as their new to these political gentlemen. They are the same old pals and in conversation with them recently I was impressed with the increased values in oak in the past three weeks.

From a trade I overheard made in which John Dickson was then umpire and Mowbray the customer and another Fred from Mississippi was seller, Mowbray said to Fred, "Have you anything to sell?" Konn said, "Got some cull oak." Mowbray remarked, "What do you want for it?" "Eight dollars, Mississippi." Somebody said, "Fred, will you have to use a scoop shovel to load this on the car?" Konn said, "No, good cull oak." And the sale was made. DeLaney, who happened to be present, said, "Well, I will buy that stuff, as anything you can shovel into a car in oak lumber is worth eight dollars a thousand." And the trade went on.

Uncle John had Doc Heines at French Lick; he is a laundryman, but believe me his prescriptions work on Uncle John, as I am told that fair-haired gentleman almost lost his life when he arrived home after a week's sojourn at ex-Senator Taggart's place. I do not believe it is quite so bad as that, as John promised to come to the National meeting as he lost something—see if you can guess what.

Among those who played golf and enjoyed the buttermilk stands last month were Col. Wick Ransom of the Gayoso Lumber Company, Memphis, Tenn. Wick did not know he had been made a "Colonel," but when he arrived he was somewhat under the weather and when he left he was looking about ten years younger. He was disabled while there and unable to play as much golf as usual and did not get very well acquainted with "Brown." Now Brown is a man who used to handle piece stuff when you could buy all you wanted at \$7 or \$8 in Chicago and boards at \$10 to \$12 and up, and he used to distribute about 20,000,000 feet into Indiana after bringing it by cargo from Muskegon and other sawmill towns. I knew Brown right well. I was shipwrecked with him once, and after I had gone out of the upper berth head foremost and he rolled out on top of me from the lower berth, and the wind was blowing and the seas were rolling almost over the captain's cabin, he suggested a game of pinochle. I reckon that is why he finally gravitated toward French Lick, as it furnished the name for the men's "Spa" at the springs.

W. E. DeLaney of Lexington, Ky., spent a few days at the springs,

and he admitted it did him a lot of good, but what he did we cannot say; he does not play golf, gets all the walking he wants in looking over timber and his lumber operations in Alabama and Kentucky, but he claims he had a good time.

W. H. Russe of Memphis, Tenn., dropped in about the same time, and he was just filling in a little time between a trip to Georgia and the exporters' meeting at Cincinnati, but notwithstanding the fact he had to move around several times in order to have a room at all. He and DeLaney must have had some busy times somewhere; it may have been with Brown, no telling.



INTRODUCING J. W. DICKSON AND FRED MOWBRAY

Then along came L. D. Leach of Leach & Co., operating hardwood mills in Louisiana and Arkansas with main office in Chicago. He really had the rheumatism or something else, which necessitated his visit to French Lick, and he did not get very well acquainted with Brown, but had a peaceful time for a couple of weeks and said it was worth the trip.

J. O. Nesson of the J. O. Nesson Lumber Company, Chicago, spent a few days at the springs; he has operations in North Carolina, and their lumber boats in Michigan are a great transportation feature with many of our friends in the hardwood trade. J. O. remembers Brown, but instead of believing seven come eleven, he was born on the eighth of some month, for that is his friend. He liked the buttermilk on the hills down there—it seemed to be quite a favorite with many of our friends.

Walter B. Burke, general manager of the Lamb-Fish Lumber Company, Charleston, Miss., accompanied by Mrs. Burke, was

another visitor. We have not heard of his particular business was, but he was sick when he was here. However, after strolling over the golf course and indulging in other pleasures, taking the full quota of Pluto and buttering, he was fixed up all right.

Ralph Jurden, accompanied by Mrs. Jurden, also met friends in French Lick for a week or ten days. He made the golf game pretty strong for the other visiting lumbermen; he can play golf not saying but that once in a while Walter puts up some good stuff. We imagine they also spent the evenings after the dance and Red Cross meetings with Brown. It is a natural thing for lumbermen to gather where the other fellows make headquarters. Many a trade has been made at places of this kind and the exchange of ideas on cost of various material's nowadays makes it a good spot to figure it out, as there is plenty of time at French Lick to look over your whole business, notwithstanding the attractions there.

Tom Taggart treats the guests pretty well. Of course, there are a lot of friends of mine from Jerusalem who engage passage down there nine months in advance, while others, as common folks—often have to move from hill to hill in order to have a place to sleep.

Col. Schmauffer of the Turkey Foot Lumber Company of Lexington, Ky., spent some time at the springs to rejuvenate the bad leg caused by a railroad wreck.



SOME PROMINENT LUMBERMEN NOW SERVING IN FRANCE

C. R. Mengel of Louisville spent a few days with Senator Taggart. He was accompanied by Mrs. Mengel, but left for the Far East last week.

The "Darby"

Another one of the playgrounds of the lumberjacks is darby day at Louisville, which happened this year on the 11th of May. Thirty thousand folks were there, including the lumberjacks. When I looked up in the grand stand and saw Ben Lord of the Chicago Veneer Company I said, "It's all off," and I understand that Ben did have the winner at the short end of the price. But he wasn't in it with Ginger Brown of Louisville. Ginger goes to the races about twice a year, although he lives in Louisville, and he is generally smart enough to get one of those thirty-to-one shots, which pays the expenses of the whole bunch.

Part of the lumber delegation had a very good dinner the night after Lewis Doster was Mark Brown's commissioner, and neither Lewis nor Brown could have gotten to town if Brown didn't happen to have his machine. There were others in the same fix, however, among them Walter Burke of Charleston, Miss., and Ralph Jurden of Memphis, who might have depended on the ladies to furnish car fare, but that wasn't necessary under the circumstances, as the Brown boys were the hosts.

W. E. DeLaney of the Kentucky Lumber Company, who has been following the races lately, was down, but notwithstanding that he was deputized by Frank Fish to be his betting commissioner, with the admonition that he knew a lot about horses, but—

he admitted he didn't like to know more about the races. DeLaney wanted to change the odds after the races were over.

Tom Tomlin, who handles northern pine in Chicago, came down accompanied by Central Lodge, who was to furnish the tips. I don't believe Tomlin's going to much back.

John Ransom of Nashville blew in for a few hours.

Young Knapp of Atlanta, who has charge of Brown Brothers' mills down there, blew in.

Chester F. King of Cincinnati was supposed to be there, but the downturn prevented his getting any farther than Georgetown.

In this department I am charmed to print a picture of several of our boys of the 20th Forestry Engineers, Company C, 5th Battalion. Marion R. Welford on the right is the son of Walker L. Welford of the Chickasaw Cooperaige Company, Memphis, and one of my boys. I have known him since he was a kid and his chopping-wood ability is interesting. It reminds me one that the American boys do not care what they do, so they can win the war. That is why they go "over the top" wherever they try. W. C. Katterhenry, a brother of Ben Katterhenry of the Stimson mills at Helena and Memphis, who had charge of the South Memphis mill of the Stimson interests before being called in the service for Uncle Sam in France, stands next to him, and the other gentleman standing is Howard Green. In the center of the lower row is Harry Love of Memphis. He is the son of our old pal Abe Love, who is the head of the old Darnell-Love company at Leland, Miss. The boy was born a saw-mill man, so if the 20th Engineers is made of that character of boys, it is all over with the kaiser. These chaps we know, and we appreciate them all. Katterhenry was brought up under the well-known sawmill tutorage of J. V. Stimson of Huntingburg, Ind., who makes sawmill men out of all of his boys. If all the boys that go to France have had the same training, no wonder the 20th Engineers can get \$100,000 from one meeting of the lumbermen. It is because they are our own kids at the front. These boys work from sun up to sun down, and don't you forget it. They are willing and capable of doing everything that is to be done.

Then there is young Carl Defebaugh, who is right behind the lines, passing out munitions and gas to the other boys on the firing line. He says, "Each day is much like the other. Lots of work in the daytime and the Y. M. C. A. in the neighboring towns in the evening." In speaking of the camp and the Tommies, Carl says, "The Tommies are guarding them, believe me, but they are even more interesting than the Germans. They are wonderfully companionable chaps, and one could sit for hours listening to their queer expressions. I never heard so many blooming, bally burgers in my life before. I am enjoying old France. It is beautiful even in war time."

So the boys are doing their bit—are we doing ours?

E. H. D.

Wood Beds Are Here

Walk through a high-class furniture store and note the large number of wood beds.

Inquire of the salesman, and you will find that practically all of the demand for the better trade is for wood beds.

Mahogany, walnut and ivory are the prevailing modes, and four-poster and paneled effects are in great demand.

The brass bed seems to have been pushed entirely out of the limelight, though the installment houses are still selling a good many to that part of the trade that has not yet waked up to the fact that wood beds have come back.

The bed trade is a field for lumber sales that is sure to show even greater development in the next few years.

A man may operate a hardwood sawmill successfully without resorting to kilns or other artificial drying, but a man who undertakes the operation of a veneer plant without a drier has a hard proposition before him and it generally knocks into him the realization that a drier is one of the essentials of a veneer plant.



This beautiful Figured Gum Dresser speaks for itself. The firm that manufactured this article is a northern company whose product is well and favorably known, and much appreciated.

Furniture, Pianos, Phonographs, and Interior Woodwork in Figured Red Gum (finished natural) command attention thru the innate beauty of the wood.

The irregular, mottled and fanciful figure never tires the eyes. Soft, subdued tones render it permanently pleasing, always fresh and interesting.

YOUR initial satisfaction with Figured Red Gum depends mainly upon the service and information supplied by your connection. N. B. service goes with our product—we study and meet your individual needs.

This policy is possible because of large stocks, specially selected and highly figured logs, perfectly manufactured veneer, all carefully and fairly sampled—these are some of the benefits derived from trading with us.

Save Freight on Local Shipments

Buy your Figured Red Gum

Sawed and Sliced Oak Veneers

Sawed and Sliced Ash and Poplar Piano Rims

in cars with Band Sawed Hardwood Lumber (Stenciled N. B.)

Manufactured from selected choice logs.

Those who use our products will tell you N. B. means "None Better." Write for prices or information. Inquiries promptly and courteously answered. Your patronage and correspondence solicited.

NICKEY BROTHERS

INCORPORATED

MEMPHIS

TENNESSEE



Letters from Panel Boss

Hen Shows the Same Methods Don't Fit All Plants

Dear Jim:

Well, Jim, I got your letter and was glad to hear from you. It's another rainy Sunday and I will try to ans your letter. You will notice some improvement in my spelling caws I got me a dictionary and look up lots of words.

I wood look up evry one only I wood be all day writing a page. Tell Min she can mind her own bizness and I can go with any girl I want to. She dont have to make any insultin remarks just becaws a girl works in a city and puts powder on her face and lets a feller pick her up. Where does Min get that stuff any how? Taint such a heluva-long time since she made pickups herself, and the last time I saw her she had a shamis skin rag that she used pretty often. Sues one queen of a girl and I see her evry time I get a chance and write a couple a times a week. We got so we dont go to dances no more. She says a movie is a good place to go, and she helps me to talk right and spell and I dont get sore caws a guy otter try to know something. We spent the 4th of July over in the sand dunes a ways out of Chicago and had a grate day. But I aint going to tell you any more about my girl. Some day may be youll see her.

Well Jim, I dont know if I can help you out or not. You say theres lots of trubel in the finishing room that they are trying to shove onto you, and I gets a letter from Steve Murray saying the old man is jumping him for rotten work that he knows he isnt to blame for, and from what I can get from the letters both of you is redy to lick the daylites out of the other on site. Looks to me like neither of you got the sense you was born with. If you had youd be loving each other like me and my gal instead of working up to a fitte. You dont find me a Phil Johnson scrapin none. When one has any trubel he talks it over with the other and we get to the bottom

of it.

I got the letter from Steve about the time I got youn and as I zit it the trouble is that when goods git to the rubbers the tops show up uneven. I have sort of places like valleys and hills, or are wavy like, and no matter

how many coats of varnish are put on the rubbers cant make the tops even. You sed it wasnt your fault and that Tom Briggs the machine room boss swore that he had inspected them after they left the scraper and sander and that they were all rite when they left him. Steve sed they looked all rite when they left the cabinet room and came to the finishing room, and Steve admitted that he was stumped becaws neither he or any of the men noticed any depressions when they started to finish them. Steve says that the tops look worse with three coats of varnish than with one, yet he knows the varnish is all rite and is put on even and Jim, you can take it from me Steve is a good finisher.

When I got to thinking over your two letters I recalled some short cuts the old man

used to make me do and I wondered if he hadnt started some of them on you. So I wrote to Shorty Hayne and asted if you were doing work any different now from when I was boss there, and Shorty wrote that rite soon after I left the old man came around with a new scheme for layin the crossing and face veneer at the same time. Shorty said it was a whale of an idea and you all could do more work in less time, and that Tom Briggs was happy to becaws it cut out the work of sanding the three ply stuff before the face veneers were put on. And Jim, when I read that I thought that the whole bunch of you would be half wited if you had a little more brains.

The old man is progressive, but he wants to be to progressive about some things. He goes to lots of factories and sees them doing things faster than in his place



I GOT ME
A DICTIONARY AND
LOOK UP LOT OF
WORDS.

and he wants to do the same. He picks up a lot of good ideas by his visits, but sometimes he forgets that the place he is visiting is making a cheaper line of goods and dont have to be so particular.

Now if you have good sawed cross banding you might get away with high class work and lay the crossing and faces at the same time. And you can do it some times with rotary cut stuff. But lots of rotary cut stuff, specially poplar, will show depressions where some of the wood was tore away when it was cut. It might be on account of dull knife or something else, but any way the depressions are there, and the surface is uneven. Now you think you can make a thin veneer lay smooth on that uneven surface of crossing becaws you put it in the press and it comes out smooth. You think the places where the wood is tore up will fill with glue and make the whole surface perfectly even and keep even. Well it wont, and here is the why not Jim.

The places where the wood is tore up will fill up with glue, and while the stuff is in the press or retainers there is enough moisture in the glue to almost swell them even with the higher places. The stock is taken from the presure and piled away to dry, but it is not left long enough to shrink these places back where they was. Then the stock is took down and sanded and made level and so reaches the finishing room. But shrinking has been going on all the time, even if the stuff looks all right, and by the time it is filled and given a coat or two of varnish and let get dry enough to rub it has shrunk back near where it was when the crossing was laid, and drawed the veneer with it and left the whole top uneven.

All the tops wont be uneven becaws some of the crossing had no depressions, but you have to watch out becaws rotary cut stock is most apt to have uneven places. The reason you dont get the uneven places in the finishing room when you make two operations of laying the veneers is becaws after the crossing is laid the stuff is let

dry before it is sanded and sent back to you to put on the faces. Then you have a smooth surface to lay the faces on. Let me say that if the glue wasnt strong enough to pull the face down when you try to do the work with one operation you wood have blisters instead of uneven surface when the stuff got to the finishers.

Then theres another thing that can make the uneven places in the finishing room. Of course they are there before they get to the finishing room, but it takes the finish to bring them out. That other thing is having core stock used too quick after it is made. If that is the reason for the uneven places you will generally see the depression running way across the top right where the joints are in the core. I dont suppose you did rush things too much there with the core stock becaws Tom Briggs and I had a run in once and got that thing prity well settled. But heres what could happen. Some of the lumber could come from the dry kilns and be in good dry shape. It could be cut to length, run through the jointer, and the cores be jointed in a few hours. Then they might be sent to the surfacer and planed to thickness and sent to you.

This is the point, Jim. When the glue is put on the edges of the lumber so that a joint is made the water in the glue is mostly absorbed by the wood. So the wood swells at the joint. If the stuff is not given enough time to dry before it is planed to thickness why it is going to dry after. And when it dries it is going to shrink and leave a depression right across the whole piece. Then some one later cusses the glue or the varnish when the whole trouble comes from cussed carelessness or too much speed.

I hope to hear that you come out all right in this. Best regards to you. Hope the kids is well. Min can go fly a kite.

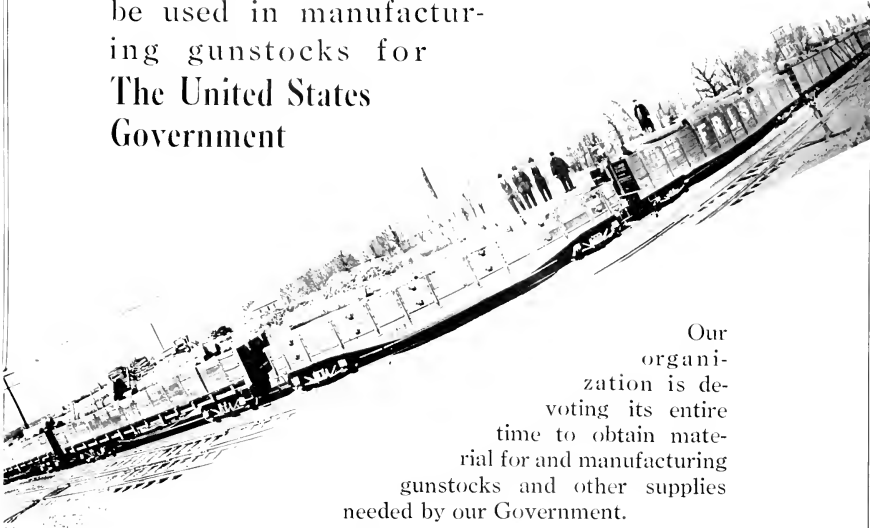
Your friend,

Hen Flasch.



WHOS TO BLAME?

Train of Walnut logs arriving
at our plant, which are to
be used in manufactur-
ing gunstocks for
**The United States
Government**



Our
organi-
zation is de-
voting its entire
time to obtain mate-
rial for and manufacturing
gunstocks and other supplies
needed by our Government.

You can assist in this patriotic work by
advising us of the location and owner of any
Walnut timber, and we will do our part.

PICKREL WALNUT CO., St. Louis, Mo.

Checking Up on Glue

Lack of Standard Grades Makes Tests Difficult

GLUE users are showing an increasing desire to inform themselves as to the quality of the glue they use. The following letter from a southern sash and door mill indicates the attitude of many woodworkers toward the question of glue specifications:

The article "No Economy in Cheap Glue" in your issue of April 10 prompts us to check up.

We would, therefore, consider it a great favor if you would direct us to where we may obtain a glue specification for general millwork and how to determine that we are getting what we ask for.

Unfortunately, our town does not boast of a commercial laboratory, so we will try to do it ourselves, if we can secure the necessary formulas and apparatus.

Trusting that we are not asking too much and thanking you in advance for any advice you may offer.

It is practically impossible to obtain a glue specification for any industry in the woodworking field, because there is no uniformity of grading standards among glue manufacturers. That is a plain statement of fact, without any discussion as to the reasons for the lack of absolute standards throughout the glue making industry. The only way to determine the best glue is to try it out in actual practice.

High test hide glues are best for what are termed wood joints, because they set rapidly and make strong, firm joints. A moderate test mixture of bone and hide glue will do very well for veneered work. The higher test glues are apt to set too quickly for panel making in presses. If a spreading machine is used glue that shows a tendency to foam should be avoided. For veneered work there is also the very popular vegetable glue, which usually runs in one grade, but special equipment is required for its proper application.

Between two or more glues of any one type actual experiment is the only safe guide. Most glue salesmen will give good advice, but the user should keep accurate records of results, when possible, and once the right glue is found there should be no changing at the whim of some operator in the shop, or the claim of some competitive salesman who has something "just as good" for less money.

In a general way it is known that good glue will go farther and produce better results than poor glue, and what glue-testing ought to tell is the exact amount of difference between the good and the poor, giving figures showing for each how much work may be done and to what extent the work will differ in quality. When worked out in a suitable way the test figures should represent for the glue so treated the equivalent of that glue in comparison with any and all other glues; first for viscosity, as the basis of water taking or spreading capacity, and next for jelly strength as the indication of binding power.

Viscosity tests or jelly tests, as properly made, require a degree of experience, and an equipment hardly practical for use by the ordinary buyer and user of glue. Certain tests, however, may be made that are of great value in determining important facts about the glue it is intended to buy and use. These tests may not be used as a basis for the scientific grading of glue, but they are of much value in deciding its purity and its adaptability to the work at hand.

In sampling animal glues it is well to take samples from various parts of the barrel. Flake glue frequently is made up of different varieties, and a single sample may not be representative. Ground glue, in its very nature, permits of easy adulteration. It should be examined in a good light for evidence of foreign substances. Flake glue should be examined carefully for uniformity of odor and general appearance. If bubbles show like round blots on the surface of the glue, they usually indicate decay during the manufacturing process. If this glue is moistened and gives off a sour odor, there is additional proof of putrefaction. Such glue should be avoided.

Bubbles may appear within the glue flake (not on the surface) without indicating decay. In fact, bubbles are usually found in certain high grade glues, though hardly ever in low grade bone or hide glues. Besides being free from surface bubbles or blots, good glue is smooth, though not necessarily glossy. Often very good glue is dull or cloudy, and even inferior glues may have a shiny surface. The surface should be uniform in color and appearance.

Generally speaking, color indications are not important, though if the color of any particular lot of glue is not nearly uniform, one may be suspicious of adulteration. Bone glues are apt to be darker than hide glues, but through an artificial clarifying process they may be given the appearance of high grade glues. Frequently oxide of zinc is added to glue. This gives it a light color and also makes a quick setting adhesive. It is not harmful unless added in large quantities. In fact, for certain work it is beneficial, and some panels are glued with a mixture containing sufficient zinc oxide to make the adhesive milk white.

More or less is heard about acid or alkali in glue. The best glues are neutral in this respect. To test for these chemicals, dissolve a small quantity of glue in water and dip a piece of litmus paper into the solution. Acid will turn the paper red or violet, while alkali will turn it blue. Litmus paper may be obtained at almost any drug store. It is well to avoid glues with an excess of acid, especially on oak or other woods with strong acid qualities. The acids in the wood may unite with those in the glue in such a way as to have a destructive effect

upon the glue. In such cases the glue will granulate eventually and the work pull apart.

Glue that foams at ordinary temperature should be avoided where quality work is required, as glue which shows foam or in which foam does not quickly subside when the solution is not agitated, is apt to contain impurities. Foam is frequently found in alum dried glues and in the cheaper bone glues. A simple test for foam is to beat a solution of glue with an ordinary egg beater. It must be remembered, however, that often foam is caused because of improper shop practice, such as overheating. When such is the cause, the user, and not the maker, of the glue is to blame for the inferior product.

Excessive increase in glue is sometimes the cause of foam, but it more often takes the form of a scum rising to the top of the solution. Its presence is not destitute and shows that the glue was not properly skimmed in manufacturing. Again, the user must bear in mind that overheating the solution will cause a scum to rise, and govern himself accordingly.

Finally, it may safely be stated that methods of using glue are more to be blamed than the glue used. HARDWOOD RECORD is about to begin a series of articles on panel making practice. These will tend to show some of the errors of glue room work, and should be of interest to all glue users.

Veneer Made of Yucca Palm

A California Desert Tree That Is Made to Serve the Cause of Humanity

CALIFORNIA produces about 400,000 square feet of yucca veneer annually, counting each log-foot as ten veneer feet, and it is put to a peculiar use. Perhaps the production is increasing on account of the war, for the latest published figures were compiled before the beginning of the war. The veneer goes to factories which make surgical appliances and is converted into splints for reducing fractured bones and holding them in place during the process of healing.

Information is not at hand as to the method or methods by which the veneer is cut. The sheets are quite thin, and because of the peculiar structure of the wood they look like lattice work or coarse lace when held toward the light. The strength and stiffness of the sheets are remarkable. They may be cut very thin and yet be strong enough to hold fractured bones in place when soured on by the surgeon.

The yucca tree is a most interesting vegetable. It is called a palm in common parlance, but it is really a lily, with an enormous stem, and with flowers not much larger than a buttercup. People usually think of the blossom of a lily as the principal part of the plant, but it is not so with this yucca. Unless one looks somewhat carefully, the flowers escape notice while the ugly trunk and tough leaves attract all the attention. Many persons who know the plant well by sight suppose it to be a sort of cactus.

It is a hardwood; as truly a hardwood as oak or ash, though botanically it is very different. There are no annual rings of growth. There is no heartwood and no sapwood. The bark is rough and stringy. The tree has few limbs or branches, and no twigs. The foliage consists of an ungainly bunch of leaves crowning the top of the trunk, and looking like a torn and wind-whipped umbrella hanging in tatters. The leaves always look as if they were dead, and are usually from eighteen to twenty inches long and quite narrow.

This peculiar tree is a denizen of the desert. It lives in regions so dry that horned toads will die of thirst. It

ranges from northeastern Arizona westward across the Mohave desert in California. It gets its botanical name from that region—yucca mohavensis. Travelers across that region by either the Southern Pacific or the Santa Fe railroad pass many miles through forests of the species, if it can be called a forest where the trees are from ten feet to half a mile apart. A few miners and sheep herders live in the region. A few huts for men and corrals for sheep are built of yucca trunks, usually stood on end like pickets. The wind and the driving sand polish the dead trunks smooth and they look like bones. The lattice-work of the wood is exposed in the old weathered boles, for the sand (and ants) destroy and remove all the soft parts, leaving only skeletons of bony fiber. Logs as large as railroad ties may become so dry and so skeletonized and light that a man can handle them with one hand.

This is the rough stock from which surgeon's veneer is cut. The largest trunks may be two feet in diameter and twenty feet high, but the average size is scarcely half of that. The tree grows from a seed not so large as a grain of oats, and no man knows how many years are required for a tree to reach maturity. The region is almost rainless, and perhaps not one seed in ten thousand lodges in soil of sufficient moisture to cause germination. Once in a while a young yucca starts, and then the long battle for life begins. It is scorched by the sun, whipped by the wind, scoured by driven sand, and pelted by flying gravel during storms, until the leaves are ripped into ribbons and tangle themselves about the top of the trunk. The trees develop trunks when only two or three feet high, and after that the boles grow in height but not much in diameter, no matter how many years or centuries they may survive. There is no way of telling the ages of these trees, since they have no annual rings. Small ones increase in size with fair rapidity, but veterans seem to attain maturity and after that they increase in size so slowly that they seem to remain stationary.

This yucca (there are six other species) covers a range of thirty or forty thousand square miles; but the trees

The Dean - Spicker Co.

Manufacturers of

VENEERS

Oak—Mahogany—Walnut

AND

LUMBER

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CHICAGO

PERKINS GLUE COMPANY

SOLE MANUFACTURERS
AND SELLING AGENTS

PERKINS

Vegetable Veneer Glue

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SOUTH BEND, INDIANA

are widely scattered and the total stumpage is not large. There is enough, however, to supply all the surgical splints that will be wanted for years, and a continuous output of that class of veneer may be counted on.

Possible Changes in Face Veneer

There seems to be a possibility of some change in the demand for face veneer, some shifting about of woods which should furnish an opportunity for the exploitation of some woods in face veneer work that have not heretofore been brought forward.

It is well known that there is enforced curtailment in the quantity of walnut and mahogany available for veneer use, especially in the straight grained plainer stock. The work here for the time being at least will be confined to the finer figured blocks and crotches of mahogany and walnut and a great curtailment may naturally be expected in the plain veneer of these woods which heretofore have entered as quite a factor in the face veneer business. It remains to be seen whether this will result in a more general use of fancy figures in some woods to take the place of the plainer stock not available, or whether there will be a change and an opening made for other face veneer.

There is a question, also, whether the furniture manufacturers through fear that not enough mahogany and walnut will be available will promote other woods in furniture and thus seek different face veneers. It is impossible to say at present what the attitude of the furniture men may be or what will be the outcome of the present situation. Seemingly, however, it furnishes an opportunity for the successful exploitation of such native woods as are available and will present attractive figures.

Sycamore is a case in point. It has already entered to quite an extent in the making of large door panels and some think the curly and figured sycamore presents a facial figure beautiful enough to make a strong appeal in the cabinet world. Pine and fir for doors and for interior panels in millwork have also made progress that the present situation furnishes opportunity to improve upon. Then in birch, gum, oak, maple and other hardwoods there is much in the way of good face figure that can be obtained and may be exploited now better than if there were no curtailment in the consumption of walnut and mahogany.

It is impossible to predict what situation will develop in connection with mahogany and walnut, whether the scramble for this wood to supply the needs in airplane and gunstock making will result in obtaining an unexpected and liberal supply of veneer wood for the time being from such parts of the timber as can not be utilized in war work, or whether there will develop enough scarcity in the veneer stock in this line to make essential the supplementing of the face veneer supply from the product of other woods. Time alone will tell. Meantime, however, it is a good idea to take stock of possibilities of obtaining attractive face veneer from our native hardwoods. There is much native beauty and figure to be found which has long deserved more thoughtful attention and exploitation than it has obtained except in a few actively exploited woods.

The Millwork Trade

The trade in veneer and panels among the door factories and planing mills of the country presents a situation that may easily be misunderstood. Apparently there is a great curtailment in this line, especially if we consider merely the record of building permits. General building operations are decidedly slow. On the other hand, at various industrial centers, there is a serious housing problem before the government and plans are being made for, and much money will be spent in, both temporary and permanent housing for industrial workers. This housing calls for doors.

The millwork trade is undergoing considerable readjustment, but in the aggregate it should average up very well at the end of the year in the volume of consumption.

There will be less consumption of veneer among the jobbing

planing mills throughout the country. Those located at crowded industrial centers should show an undoubted call for veneer while those in towns and cities in which the population has not been increased by war activities will require very little. Meantime, however, there should be a big volume of requirement from the stock door factories which make up quantities of doors, because the housing being undertaken for industrial workers calls for doors even though it does not create a demand for interior paneling.

The door business should call for its full quota of veneer and panels. There will likely be much less interior paneling because building operations in the industrial centers are carried on with such feverish haste that not much thought or time will be given to beautifying the interior by the use of panels. The veneer trade for this work from present indications is centering around the factories which are producing doors in quantity, and among the planing mills in those industrial centers where extensive new house building is necessary to take care of the increased population. This means curtailment in some directions and readjustment all around, but if the signs read right it should mean a fairly good volume of veneer consumption in this work.

The Meaning Misunderstood

A recent issue of HARDWOOD RECORD'S veneer section contained an article entitled "No Economy in Cheap Glue." The article emphasized the desirability of knowing the standard and quality of the glue used and refraining from purchasing glue purely on the basis of price.

The article has called forth a number of comments, most of them favorable, and seems to have stirred up quite a bit of interest. One of the last letters comes from a prominent user of vegetable glue, who has been employing the Perkins product practically since it was successfully started some twelve years ago.

This user is a Perkins vegetable glue enthusiast and took exception to the article because to him it seemed to indicate that no glue need be considered for wood-working factory purposes other than animal glue.

It is true that the article did not mention vegetable glue, but the absence of any reference to that glue was rather a compliment to that article than otherwise. In the first place, vegetable glue as put out by the Perkins Glue Company, South Bend, Ind., patents, is so standard and uniform an article that the same problems should not affect its users as must be considered by users of any one of the many brands of animal glue.

It was presumed that this fact was so well known and Perkins vegetable glue was a necessity so widely recognized that it would not be necessary to explain that vegetable glue was not mentioned because it is not subject to the same conditions. As a matter of fact, Perkins vegetable glue has been in use, as above noted, for the past twelve years and a large majority of all plywood for all purposes for a considerable number of years past has been glued up with vegetable glue with very satisfactory results. In fact, it is authoritatively stated that at least ninety per cent of the glue used by panel manufacturers for all woods and for all panels, to be used for all purposes, has been Perkins vegetable glue for a number of years past.

Sumac Wood for Veneer

Sumac is one of the smallest American trees. Trunks do not often exceed six inches in diameter. The regular veneer mill would not care to bother with wood of that size. Yet, veneer has long been made of sumac, used partly as inlay and partly to overlay small surfaces. The stock is generally sawed, it might be sliced, and probably is never rotary cut. There is no American tree with stronger or more striking contrasts of color in the growth rings. The colors are rare, being yellow, brown, and black, with plenty of intermediate tones to give variety. Articles that might be made with veneer of this wood must necessarily be small, such as jewelry boxes, pin trays, measuring rules, picture

The Superior Figure and Color

of Louisville Figured Red Gum will stand discriminating comparison of value and price.

Our introduction to the trade of this now well known and approved cabinet wood dates back to 1911. This long experience and specializing—from the selection of the trees in the woods to the cutting of the veneers—certainly qualifies us to serve your requirements to best advantage—choicest figured veneers at reasonable prices.

To enable you to select the character of wood that is best suited to your particular work, we recommend that you permit us to submit for your inspection, full sized samples, which are sent express prepaid.

The demand for Figured Gum furniture is sure to considerably increase now that the Government is needing all the Walnut and Mahogany timber available.

Why not investigate the Figured Gum proposition?

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THERE'S A REASON—

The Quartered Oak Specialists whose reputation and financial worth is your guarantee of satisfaction in quality and service.

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WE MANUFACTURE a complete line of Built-up Stock in most any size or thickness, including Walnut, Mahogany, Quartered and Plain Oak, Ash, Gum, Plain or Figured Birch, Yellow Pine, Sycamore, Cottonwood, etc.

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and mirror frames, lamp mats, checker boards, card or tea tables, and the like. There are several species of sumac in this country, the wood of all being much alike in color. The leading species are staghorn sumac and small sumac. The latter is often larger than the former, in spite of its name.

Louisville Veneer Mills Gets Out Booklet

"The Last Word in Good Furniture" is the title of an interesting folder issued by the Louisville Veneer Mills, Louisville, Ky., for the purpose of bringing together the many facts it has learned regarding the beauties and great desirability of red gum as a finish and furniture wood. The booklet gives a brief history of the commercial development of this wood from the time it was marketed abroad extensively under various trade names such as satinwood, nyssa, etc., to the present day when this splendid wood is recognized as one of the leading cabinet woods of our American forests.

The Louisville Veneer Mills has made a specialty of this material and is right up to the lead in common sense and effective development of red gum as a high-class furniture and finish wood.

Program Promises Interesting Veneer Meeting

Secretary Howard S. Young of the National Veneer and Panel Manufacturers' Association has just issued a program covering the annual meeting of that body at the Auditorium hotel, Chicago, June 18 and 19. Mr. Young states that the officials of the association realize that anything not having to do with the status of the industry in connection with the war should not have a place on the program.

The war service committee will make a full report in connection with which Harry M. Webster, who has been employed by the committee and has spent several months in Washington as its representative, will describe what he saw and learned there.

A. C. Burrage, Jr., now at the head of the veneer and plywood bureau of the signal corps, will be at the meeting. There has been some misunderstanding in the past between the signal corps and the veneer and plywood industry. It was considered that the best way to overcome this was a personal meeting and Mr. Burrage has agreed to give data and information and to allow a full and frank discussion so that a definite meeting ground may be arrived at.

John N. Van der Vries, central district secretary of the Chamber of Commerce of the United States, will talk on war service committees in the various industries.

Clyde A. Teesdale of the Forest Products Laboratory will collaborate with the others in connection with the war service committee work at the meeting.

W. M. Hopkins, traffic expert of Chicago, who has addressed the convention before, will analyze the new problems developing in transportation.

H. A. Wheeler, formerly president of the Chamber of Commerce of the United States, will address the meeting. Mr. Wheeler has talked to this association before and his address will be anticipated with great pleasure.

Indications are that the attendance will be good.

The announcement emphasizes that invitation to attend the meeting includes all veneer and panel manufacturers regardless of whether they are association members or not.

At Mobile, Ala., the Danner Veneer Company has incorporated at \$100,000.

A veneer plant has been purchased at Lufkin, Tex., by the Mengel Box Company of Louisville, Ky.

A. R. Robinson will conduct a veneer and basket factory at Birmingham, Ala.

Clubs and Associations

Baltimore Trade to Have More Quarters

The Lumber Exchange held its semi-annual meeting June 3 at the Merchants' Club perhaps for the first time, for it appears to be the sentiment of the organization that permanent quarters where gatherings can be held at more frequent intervals are desirable and a definite decision is likely to be made soon. A special committee, named at the annual meeting last December, with Lewis T. Hays as chairman, has been looking around for accommodations, and last Monday evening reported that very favorable terms could be obtained from the Old Colony Club, which has in recent months made great headway in different cities. The Old Colony Club has its headquarters at the Southern hotel here, and has tolerated the use of rooms at all times for meetings, together with other privileges which are calculated to make the Exchange more valuable to its members. Rufus K. Goodenow, chairman of the house committee, reported in a similar sense.

Another matter which came up was the inadequacy of the force of exchange inspectors, which has resulted in material delays in the handling of incoming cargoes of lumber and has been productive of additional accumulations of charges. The inspection committee, through Ridgeway Merryman, the chairman, reported that efforts were being made to increase the force of inspectors, and in this connection attention was called to the change made in one of the by-laws, under which members are requested to accept no lumber tallies except those signed by licensed inspectors of the Exchange. The treasurer's report for the last six months was read and made a favorable showing. After the business in hand had been disposed of the members, to the number of about fifty, enjoyed an excellent luncheon.

Firms Protest Against Freight Increase.

At a conference between the general shippers of Louisville and the state and the Kentucky Railroad Commission, held in Louisville, on Saturday, June 1, strong protests were heard concerning the proposed twenty-five per cent increase in rates. Several prominent speakers were of the opinion that such an increase was unnecessary, and considered it a tax measure. It was stated that if any of the money derived from increased rates was used for purposes other than that operating expense and extension of railroads, the measure was unlawful, as it would constitute a tax measure, whereas Congress is the only body which has the authority to pass tax measures.

J. Van Norman, representing the coal and lumber interests, in a talk which he claimed was patriotic, as the interests of the people of the country were at stake, termed the increase as unwise, unnecessary and unlawful, climaxing this assertion with the statement that "no lumber is comparable in value to the steel made in this country." Mr. Norman in part said: "If the railroads are operated with any degree of efficiency and the increase is allowed to stand, the railroad commission will be ashamed to publish the railroad earnings by October. The Louisville and Nashville earnings would be approximately fifty per cent on outstanding stock."

A statement of this kind coming from Mr. Norman bears weight, as he is one of the best posted trade attorneys in the country, and for years has been devoting his time to lumber and coal rate cases principally, and is well posted on all angles of the work of the Interstate Commerce Commission, and of American railroads.

Robert H. Flinn, chairman of the railroad commission, asked those present to speak out freely, without fearing that they would be considered unpatriotic, stating that the railroads of the country are its highways, and it would be absurd to consider it the privilege of an individual, or government—especially the government—to use transportation as a means of taxing to defray other expenditures of the government.

Mr. Flinn also expressed the hope that it is not the aim of the government through the United States Railroad Administration to make freight rates the means of collecting taxes from the people to defray expenditures of the government other than the natural upkeep of transportation. "It would be as absurd," he said, "as to charge tolls at a tollgate for the use of a road to raise funds for building a county courthouse."

Mr. Flinn stated that the estimated increase in railroad revenue under the new schedule would be about \$1,000,000,000, or five per cent interest on \$20,000,000,000, \$3,000,000 more than the present outstanding stocks and bonds of American railroads.

The shippers were strong in their demands for a public hearing before any increases were made, and in resolutions, asked that the increase be held up until October 1 at any rate. In these same resolutions it was asked that instead of freight increases being figured on the existing rates, that the freight bills carry a special line, upon which the twenty-five per cent increase, if made effective, be lumped in one amount, to represent one-fourth of the charge under the old rate, making it much easier to figure the rates.

The coal interests were strongly opposed to the increase, claiming that they had been subjected to an increase of fifteen cents a ton last summer. Their plea was so strong that Chairman Flinn drafted a long wire to Randall Chiles, a leading chairman of the South Freight Trade Association, which he cited the case and the view of the coal men.

Chairman Flinn appointed a committee composed of Mr. Norman, rep-

resenting the coal and lumber interests at the state, R. E. May of the Louisville branch of the Southern Hardwood Trade Association, and C. B. Stoffer of the Kentucky Board of Trade, to the complaint against the increase before the railroad administration.

It was also decided to have the Southern Hardwood Trade Association had arranged for a committee composed of Mr. Norman, J. H. Townshend and Leonard J. Brown of Washington to represent the lumber interests in all matters before the administration.

The committee appointed by Mr. Flinn drafted the following wire, which was sent out June 1:

Mr. W. G. McVey, Director General, Railroad Administration, Washington, D. C.

At a convention of shippers and Kentucky Railroad Commission held here today following resolution adopted: Resolved: That it is the sense of this meeting that the Director General of Railroads should be urged to postpone effective date of general order No. 28, making no increase in rates until a public hearing can be had as to the shippers and the reasonableness thereof, and the effect of same on conditions in the country.

J. V. NORMAN,
R. E. MAY,
C. B. STOFFER,

At the conference many of the principal trade organizations and large individual shippers were represented. Several coal and lumber men were in attendance, and in almost every case it was the expressed opinion that there was no need for a twenty-five per cent increase, and that the matter should be investigated before the increase is made effective, it being freely stated that it looked as though it was a tax measure, instead of a movement to increase the general level of transportation.

A log and lumber shipper present at this meeting stated that the increase would be prohibitive, figured on a \$15 per car minimum on logs, as it would advance rates as much as 200 per cent in some cases on logs, in addition to the advance on outboard shipments of lumber. From a rebalancing standpoint it was claimed that the percentage of advance would put Louisville of the market, because on through business from the South there would be a maximum of only five cents, whereas Louisville rebanders would have to pay twenty-five per cent on its inbound and also twenty-five per cent on its outboard, which would make rates two to four cents higher than present difference between through rate and Louisville combination.

Memphis Strong for Trade Acceptances

"Use of the trade acceptance is not only good business for every member of this organization but it is also of the greatest possible benefit to the country at this critical time because of the stoppage of waste which it effects and because of the open book accounts it converts into liquid capital," declared Champ S. Andrews, textile and lumber manufacturer, as well as banker, with headquarters at Chattanooga, who addressed the Lumbermen's Club of Memphis at its regular semi-monthly meeting at the Hotel Gayoso Saturday, June 1, at the special request of members of that body and at the instance of the American Trade Acceptance Council. Mr. Andrews dealt with the subject in such an interesting and instructive manner that there were loud cries of "fin on" when he indicated that his time was up. Indeed, after he had finished speaking a vote of thanks was extended to him for the excellent manner in which he had explained the functions of the trade acceptance and it was the consensus of opinion among all present that his talk was the most intelligent and the most timely yet heard on this subject.

He immediately gained the attention of the lumbermen because he told them that he was conducting a large lumber and box manufacturing business at Chattanooga and because he further told them that he spoke as a banker, and not as a trade acceptance promoter, and as one who was most profitable results and not as a propagandist. He held no brief for the trade acceptance but he convinced every member of the club that it is up to him to put his house in order and to use the trade acceptance not only as a means of financing his business but as a means of aiding the nation at this most critical period in its history.

He briefly reviewed the growth of the trade acceptance, saying that it found its counterpart in the bill of exchange used before the civil war. He pointed out, however, that it did not become at all general in its use until the Federal reserve system conferred the right to trade in acceptances in domestic as well as in foreign business and until it went a step further and made of the acceptance a favored piece of paper bearing a low rate of rediscount. He said:

The federal reserve system sought a means of increasing currency without inflation and looked to the open book account. Money in open book accounts could be used for trade more readily than money in stocks which is immediately available. It is neither a note nor a draft but it is a negotiable promise to pay and must be based on merchandise transferred from the seller to the buyer.

You gentlemen should mail the trade acceptance with your invoice. It is as good to you as cash. It can be rediscounted up to 90 days. The fund of the merchant's surplus on his goods, merchandise is put under bill of lading but at present the manufacturer must be a banker, he must maintain an auditing and bookkeeping department at large expense, which he need never have, and his accounts, accounts which are eliminated wholly by the trade acceptance.

Use of the trade acceptance eliminates the necessity of selling open book accounts as discounts, which is a process which involves large charges to the manufacturer or merchant and which makes tremendous profits for the discounting banks because of the unusually high rate charged. The fund of the merchant's surplus on his goods, merchandise is put under bill of lading but at present the manufacturer whose acceptances are repudiated a few times will have his credit so impaired that it will be practically impossible for him to do business with the banks unless he converts his proceeds into cash and the banks become

suspicious of any manufacturer who has discounted trade acceptances which are later dishonored because the goods he shipped did not come up to specifications. Indeed, the unscrupulous manufacturer, who is out to trade his competitors, can easily get into a bad position, especially because the banks with which he does business get on to his methods. He can swindle all he wants to if he is doing business direct with his customer on open book accounts because he has nothing to show for what he is doing.

The trade acceptance performs another invaluable function in making available a prime financial position. It allows the manufacturer to have funds on hand which are not immediately needed but which can be released for a certain length of time are given the opportunity, through the trade acceptance, of being put to use in the purchase of prime commercial paper which is backed by merchandise and which matures within the period desired. Money now is loaned in tremendous quantities on call in New York and other centers for speculative purposes because the money can be called at any time desired. Interior banks, however, need no longer send their surplus funds to the larger centers. They can invest their right at home and they can do so with safety by the time it is needed.

The Germans and the English finance 90 per cent of their foreign business by bank acceptances and receive use of trade acceptances. This country will result in greatly increased use of the bankers acceptance. I strongly prefer the trade acceptance and the bankers acceptance to cash. And take this position because we, as manufacturers, must compete with foreign interests and the latter know better than anybody else in the world how to finance their business by means of trade acceptances and bankers acceptances. We must meet this competition and in order to meet it we must follow somewhat the same principles as our competitors, notably the French and the English, use.

Mr. Andrews told the club that the National Credit Men's Association would furnish gladly all detailed information regarding the trade acceptance and also the manner of using it. He stated that the club should use the trade acceptance for use of their salesmen and for their own information. He declared the trade acceptance neither complicated nor difficult to understand but asserted that it brought about wide ramifications and changes in business which required study. He said further:

Use of the trade acceptance means stopping of waste of your credit, your resources, your time and your money. In the present crisis it is your right to insist in the great movement to make open book accounts liquid. This is not a rich man's war but a poor man's picnic and the eyes of the world are on us.

I am in favor of granting every shaker in these crucial times, when the help of every man is needed to win this war, by putting a crumple ease on his breast and I favor going over a step further and passing the same to the makers of goods. Let us give a crumple ease to every English or France whose soldiers have for four years stood between us and the savage hordes of Huns who are seeking to overthrow civilization and our human life.

The trade acceptance is based on both good business and sound patriotism. It is good for you and it is good for your country.

M. B. Cooper, entertainment committee, reported that no special train could be secured to carry the delegation of the Men's Association, June 19, and that special cars could not be obtained unless it were shown that all the space in the Pullmans on the regular trains had been sold. The difficulties being experienced grew out of the tremendous movement of troops, it was explained.

The house committee reported that employment for fifty-three persons had been found during May by the employment bureau operated under its auspices and that eight cars of lumber had been sold across the exchange board in the club rooms. The committee reported that for the first five months this year employment had been found for 261 persons and that 23 cars of lumber had been sold.

J. H. Hines, chairman of the law and insurance committee, cautioned all lumbermen to be careful in quoting lumber in view of the proposed advance of 25 per cent in rates effective June 25.

Mr. Hines told the club that 25 per cent of the capital of members of this organization has been invested in Liberty Bonds and characterized this as a showing that put this organization in the very front rank of business bodies in the United States in the matter of patriotic support of the government.

Hines also called attention to the controversy between the firmen of Memphis and the commissioners of this city in which the former are seeking installation of the double platoon system. He emphasized the fact that, if a strike came, all insurance might be cancelled instantaneously and he therefore characterized the situation as serious for the lumbermen. S. B. Anderson thought it an emergency in which the lumbermen should take a positive stand and declared:

Even granting that they are entitled to more pay, this is an inopportune increase. We have been doing more than ever before the firmen want the double platoon system which means that they want to do only one-half of what they have been doing. The money they want is only one-half of what they are entitled to receive for the lumber industry and for all other industries. The position of the firmen is wrong in that they want to do only one-half as much as they have been doing and will claim that they are not able to do it.

Earl Palmer, chairman of the civic committee of the club, reported that prospects were good for a settlement of the controversy and intimated in a most modest manner that this pleasing outlook was largely the result of the work done by his committee, which held joint sessions with representatives from other bodies. He did not think it wise to take a stand for or against anybody. He believed rather in encouraging the firmen in every way possible and took it upon himself to assure the firmen that an adjustment would be made which would give the firmen a stand at work and which would insure them as much free protection as ever before. The attack was being called off until June 15 and developments in the meantime will be watched with much interest by all concerned.

R. E. Dickinson, chairman of the river and rail committee, said that

he and his associates would leave the proposed rate advance to the Southern Hardwood Traffic Association unless otherwise instructed.

President McSweeney called for volunteers to go to Washington to aid in getting increased transportation on the Mississippi. R. E. Dickinson said that he would go some time within the next two weeks.

T. E. Sledge of May Brothers, Memphis; W. L. Briscoe of the Thane Lumber Company, Arkansas City, Ark., and Alvin R. Krause, manager of the Memphis branch of Brown Brothers Company, were elected active members.

It was announced by President McSweeney that this would be the last meeting of the club until next fall unless something developed that required attention. In that event, he said, a meeting would be called and he felt sure that every member would respond promptly.

Seek Modification of Rate Legislation

J. H. Townsend, secretary-manager of the Southern Hardwood Traffic Association, who returned recently from attending the conference of traffic managers and shippers at Atlanta, May 31, which resulted in the formation of the Southern Traffic League, said that he gathered information emanating from the regional director's office for the Southeast that the 25 per cent in freight rates ordered by the railroad administration effective June 25 is only a starter and that there will be another advance of equal size within the next six months.

Speaking of the conference itself and of the action of the Southern Traffic League, of which he was elected a director, Mr. Townsend said: The league decided to request

Second: That the rate schedule of the new rates be extended until orders taken on existing rates of freight have been filled.

Third: That intra-state rates be advanced by no greater percentage than interstate rates.

Mr. Townsend said that the league appeared before Randall Clifton, chairman of a committee appointed by Director-General McAdoo to hear complaints of shippers, and argued all of the foregoing points. He said his committee had the subject under advisement but it was his opinion that the order would be carried out in its entirety June 25.

It was then decided by the league to have a committee appear at Washington on Wednesday, June 5, to give with the national railway commissioners, who will be in session on that date, to present the matter to them and to take it with high officials in Washington with a view to pointing out objectionable features of the order amended before the effective date.

Mr. Townsend is a member of the committee that went to Washington. On June 3 he issued a statement to members of the association containing the foregoing information and dealing specifically with the \$15 per cent minimum and milling in transit rates. This statement is given herewith.

We have received about 100 complaints from members regarding this proposed increase in carload minimum charge of \$15. This is an especially high rate on logs and bolts for short line hauls. We urge our members to write to their respective regional directors of the Southern Traffic League and also, if west of the river, to S. H. Johnson, car regional director, Chicago; if east of the river, to Randall Clifton, car regional director, Atlanta. If you are a miller, please write to the regional director, or by letter or wire. It will also be well to send a copy of your letter to Hon. W. G. McAdoo at Washington.

Unless modified, the 25 per cent increase will become effective at midnight on the 24th of June. On all bills of lading bearing that date, regardless of delivery, charges cannot exceed the rates in effect on the 24th, but if they have been definitely arranged that advanced net rates will apply as flat rates into milling point. We think we can get this arrangement published, however, if interested members will immediately write to S. H. Johnson, car regional director, Chicago; if east of the river, to Randall Clifton, car regional director, Atlanta; if east of the river; to Edward Chambers, director U. S. Railroad Administration, Washington, advising them.

(1) That as a war measure you earnestly request that rates into milling points and substitute therefor the advanced net rates to apply as flat rates.

(2) That this will save considerable clerical expense and will represent a saving to the railroads and make it immaterial what line handles the outgoing tonnage.

(3) That this will release money which is now tied up in the hands of the railroads, or, if under contract arrangements, will allow you to ship out goods before the end of the road originating the raw material.

A few of our members seem to feel that this action might have the effect of applying advanced gross rates into the mill as flat rates. However, from our knowledge of the situation we do not believe there is any danger that this will be done.

Several members of the railroad administration at Atlanta indicated that the 25 per cent increase proposed on the 25th of June is not the end of the increase, but that additional increase of a like amount will be asked for within the next six months.

Important Meeting of Texas Club

The Southwestern Hardwood Manufacturers' Club held an interesting meeting in Houston May 27 and many important matters bearing on the production and sale of hardwoods in the South were discussed. The meeting was well attended by representatives from both Texas and Louisiana concerns who are probably more deeply interested in the going on in the hardwood world now than at any previous time in the history of the industry.

John M. Pritchard, secretary-manager of the American Hardwood Manufacturers' Association, and F. R. Gadd of the Hardwood Manufacturers' Association of the United States, gave in detail the results of a conference between hardwood manufacturers and vehicle manufacturers having large contracts with the government for army escort wagons, held

In Chicago May 8, (Signed) A. O. Davis, of the Chicago Lumber and Logging Company of Oakdale, Ill., presided at the meeting, told the members that there were now over 100,000 men working on government wagons and that they had shipped 100,000 lumber factories in the work of getting out parts. He thought that the difference in prices was the way of being satisfactory and that he would be glad that an amicable settlement would be arrived at in the near future.

A universal set of rules for the importation of lumber was warmly advocated by A. O. Davis, secretary of the club, and he urged all the members present to attend the meeting of the national organization to be held in Chicago in June and throw their combined weight behind the movement. He thought this absolutely necessary on account of the opposition to be expected from the North.

Mr. Gadd discussed the question of uniform grading for hardwoods and urged the necessity for some plan of cost accounting for the southern hardwood manufacturers. At the present time, he reported, a cost accountant had visited many of the mills and was preparing a report. He also discussed the question of uniform terms of sale.

In the matter of establishing a grading commission for all territory which is to work out uniformly in grading rules, it was reported that this committee would consist of five men, one to be selected by the National Hardwood Lumber Association, one by the Hardwood Manufacturers' Association of the United States, one by the American Hardwood Manufacturers' Association, one by the northern association of Michigan and Wisconsin, the fifth to be selected by the four.

On account of the increased importance of the Southwest in the hardwood world, it was contended that the fifth man should be taken from this section and the members believed that he should come from their club.

In discussing the zone postal law which goes into effect July 1, it was stated that it would work a great hardship on the lumber journals which, almost without an exception, circulated over a wide territory and may result in their either increasing their circulation or advertising rates, no matter how adverse they might be to doing so. In an effort to get a compromise with the government, a committee composed of J. B. Robinson, Henry Johnson and C. E. Wadson presented the following resolutions, which were adopted:

WHEREAS, the postal regulations recently passed with a view of increasing the revenues includes a radical change in the charges for postage on second class mail, including zone rates, thereby unjustly discriminating against lumber trade journals and periodicals, therefore, be it

Resolved, by the Southwestern Hardwood Lumbermen's Club, that a repeal of this law should be enacted promptly and such increase substantially and equitably increase the revenues to the required volume.

J. B. Robinson of the Pellean Lumber Company, Mound, La., was elected vice-president to succeed Geo. W. Cleveland, Jr., resigned, who announced that he did not expect to re-enter the hardwood business.

It was decided to hold the next regular meeting July 8 and to hold a preliminary meeting in Chicago June 13, the day before the meeting of the National Hardwood Lumber Association.

Open Price Body Action

The most recent meeting of the Open Price Competition Plan of the Hardwood Manufacturers' Association was held at Hotel Bender, Houston, Texas, on Monday, May 27. It was well attended by Louisiana and Texas members. It was held in conjunction with the regular meeting of the Southwestern Hardwood Manufacturers' Club.

In the report of market conditions predominance of government business, scarcity of stock on hand (it being estimated that stocks on hand could be shipped out in thirty days), normal production but stocks way below normal; difficulty of labor, supplies and embargoes—these three features showing spotty conditions—were featured. There is no difficulty in selling lumber that can be delivered, but with labor and embargo difficulties the volume will be materially curtailed. The feature of the meeting was a discussion on the subject of "How shall the selling price be determined." This was considered from the following three viewpoints:

- (1) What your competitor is selling similar lumber for;
- (2) What you think is your cost production;
- (3) What you think you can get for it.

Chicago Tournament Scheduled for June 18

The date of the twelfth annual golf tournament of The Lumbermen's Golf Association of Chicago is scheduled to be held at the Flossmoor Country Club, Chicago, on Tuesday, June 18. As usual, the annual banquet and entertainment and the annual business meeting will be held on the same day.

The tournament is scheduled to take place rain or shine and is open to all lumbermen who are members of the association.

There is the usual program of events including Championship, American Lumberman cup, Stillwell cup, the Lumbermen's Association of Chicago cup, the Hottler cup, the Fox cup, the president's cup, True trophy, the Cressett trophy, McEwen Ransom trophy, the John Hansen trophy, the five century trophy presented by J. L. Lane and the five flight events, the trophies being donated respectively by E. H. Hollo, R. L. Jurden, George Oswood, J. C. McLachlin and H. H. Hettler.

The usual rules will apply, these including the United States golf rules with Flossmoor Country Club local rules governing.

The club is reached by the Illinois Central railroad, trains leaving at

Friday 10:30 a. m. and returning Saturday 10:30 a. m. to accommodate members leaving in the morning at 10:45 p. m. While there is an extra car service to Elmhurst Country Club, there are excellent auto bus roads. The full benefits and privileges of the club will be open to visiting golfers.

The officers of the company this year are: President, J. W. Embree; vice-president, C. M. Smalley, secretary-treasurer, Frank Barnaby.

Official Program Out for Big Meeting

The official program covering the National Hardwood Lumber Association will meet at the Congress hotel, Chicago, on Thursday and Friday, June 20 and 21, has just been issued. It follows the former style in its appearance and makes up and is a genuine tribute to the class of the association and the thorough going methods of its officials.

The usual attractive invitations to attend have been sent out at the same time.

Cost Expert Reports

O. K. Hayslip, cost expert engaged by the Hardwood Manufacturers' Association through its open competition sale, has completed the study of cost accounting systems of representative members of the association. He is now engaged in compiling his report, providing for a uniform cost system that will be applicable to all association members. This report will be submitted to the committee on cost accounting and the full and complete report will be sent to all members of that committee as soon as possible.

Chicago Organizing for Airplane Work

The Chicago woodworking trade, including piano, furniture factories, etc., are reorganizing their resources for the construction of airplanes for war purposes. It is estimated that Chicago has a potential production of some 10,000 airplanes during the coming year and that these facilities have not been exploited.

Individual manufacturers having filled in numerous missions to Washington, in which they sought airplane contracts, they have decided to coordinate their plans and as a result of the getting together they placed their plans before John Ryan, head of the aircraft production division.

Prominent manufacturers in the Chicago woodworking field are closely identified with this work, which is considered not only a good business move but a definitely patriotic effort.

Has Large Number of Signatures to Resolution

T. M. Brown, Chairman of the committee of lumbermen who recently drew up resolutions looking toward the bringing together of hardwood grading bodies, has just issued the following statement with the request that it be published:

The committee of lumbermen who passed the set of resolutions addressed to the National Hardwood Manufacturers' Association of the United States and to the National Hardwood Lumber Association, and through me as chairman, had sent out a copy of the resolutions to each member of the National Hardwood Lumber Association asking that they vote to and approve this resolution, wishes to keep the members informed of the result of this letter to date, and is sending it to the lumber press for that purpose.

Up to June 5, we have received 533 approvals out of a total membership of about 925. We have received seventy-six disapprovals and twenty-five have signified that they do not care to vote until the convention to be held June 20 and 21 at the Congress hotel, Chicago. The majority of the officers and directors of the National Hardwood Lumber Association have approved the resolution. We think those whose opinion disapproved, did so on account of not thoroughly understanding the reasons for the three changes in the existing regulations. These will be explained at the convention as it would be a physical impossibility for the chairman of this committee to answer all of the correspondence received asking for explanations and reasons for these changes, and we hope no member will be offended if his letter has not had a proper reply.

We wish to urge every member to be present at the convention on June 20 and 21, for the reason that only the votes of members attending and voting will be counted. This is the opportunity to get uniform hardwood inspection, which everyone so desires.

The Mail Bag

B 1191—Wants to Bring Out Cost on Kiln Drying

A very prominent manufacturer of lumber writes HARDWOOD RECORD as follows under date June 1:

We are anxious to ascertain what the current price is for kiln-drying various kinds of lumber. We believe you are in position to secure this information. Will you not therefore take it up with some of your subscribers in an effort to procure same, letting us hear from you at your convenience?

Thanking you in advance for your attention, we are, _____ COMPANY.

Accounts of the experiences of HARDWOOD RECORD subscribers having bearing on this question would be very welcome. It is a subject that has been discussed a great deal and is especially pertinent now. It would seem that a getting together with information governing kiln drying costs would be applicable and valuable.—EDITOR.

Modern Hardwood Operations

Geo. C. Brown & Co., Mem-
phis, Tenn.

*Log Dump on Geo. C. Brown Train
Road*



George C. Brown & Co. have been in business for the past twenty-five years, the original organization being located at McMinnville, Tenn. George C. Brown and L. E. Brown were the originators of the company starting with a partnership which later included Butler Smith and W. B. Drake. Ten years later the head quarters were moved from McMinnville and located at Nashville, Tenn.

In 1907 a yard was opened in Memphis, while in 1910, the main office was moved to the Memphis yard which was located out on the north side, the office quarters being in an

Log Train at Work in the Woods



old farm building, and the lumber piled on the old farm lands.

A couple of years ago these comfortable quarters were given up and space taken in the Bank of Commerce and Trust building, Memphis, in which is located a large percentage



Loader Ready for Work

of the present Memphis hardwood lumber trade.

The incorporation of the present company occurred in 1910, at which time the offices were moved to Memphis. At that time L. E. Brown was president and Butler Smith, vice-president.

Up to that date the company had operated small mills throughout the country and did a large wholesale business. However, in 1911 a large tract of very fine hardwood timber was purchased in Crittenden and St. Francis counties, Ark., and the present mill was located at a station a mile west of Proctor, Ark., now called Browns. This mill is a decidedly effective unit and still turns out a production of 65,000 feet daily.

The Brown mill at Proctor is equipped with a Kraetzler preparator



Part of Log Pile at Proctor Mill. Owing to Own Log Road, the Company Is Seldom Short of Logs

and handles a very large amount of gum through the cylinder.

This product runs very largely to gum in which the Brown company has been a specialist for some time. A large percentage of beautifully figured gum is produced. No small

*This Company Has Fifteen Miles of
Its Own Woods Rail*

measure of the success of exploiting gum can be attributed to the active campaigning that George C. Brown & Co. have done in the interest of its own business.

The Proctor sawmill is a modern article and is equipped with an eight-foot Filer & Stowell band mill and a Mershon band resaw. A new Filer & Stowell steam set works is being installed. The mill and the yards cover some sixty acres, the stock on hand averaging about 5,000,000 feet.

The officers of the company are L. E. Brown, president; Butler

*A Hasty Outfit Furnishes the Motive
Power*

Smith, vice-president and H. B. Weiss, secretary and treasurer.

Mr. Weiss is one of the best known southern hardwood manufacturers in spite of the fact that he is probably the youngest man in an official position in the southern hardwood terri-



Arriving at Mill

tory. He has been an active and efficient association worker having headed the Gum Lumber Manufacturers' Association and held office in some of the other aggressive southern organizations. Mr. Weiss has a great deal to do with the company's sales and also is a distinctly practical operating man and spends a good deal of his time in the Arkansas mill. In fact, at one time he made his headquarters at the mill, spending only part of his time in Memphis.

The Arkansas logging operation is in charge of F. G. Smetzer, formerly with the Lundell Lumber & Lumber Company of Landolt, Ark. Mr. Smetzer is a very efficient man, has a liking for agriculture and is doing splendid work on a portion of the company's cutover land, and expects to continue development right along.

The timberlands owned by the company are extremely abundant and the soil is very fertile.

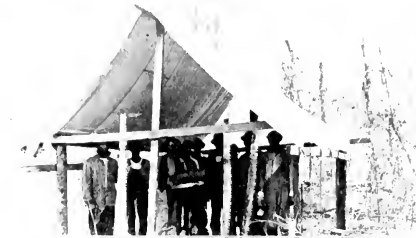
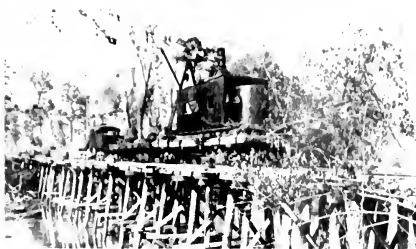
The manufacturing operations in charge of H. J. Thiel, who acts in the building of the present mill. Mr. Thiel is an efficient mill manager and has proven a valuable part of the

A Typical Woods Tract on the T. Road

organization.

Again referring to the timberland owned by the company, it is stated that the company now has a total acreage of about 7,000 acres with an average stand of about 15,000 feet per acre. The original holdings were augmented in 1917 through the purchase of a substantial portion of the famous Luehmann timber in the St. Francis basin. The Brown company purchased that portion of the timber adjacent to its own holdings. It now has a run ahead of from six to seven years.

The story recorded here would not be complete without specific refer-



The Saw Filer's Shack

ence their important cedar interests. This company has specialized exclusively in Tennessee aromatic red cedar for a good many years, and as a matter of fact has developed the red cedar business as no other com-

pany in the South. The company's output, the saw filer's shack, and the mill are all equipped to handle the most modern methods of production of standard grades of lumber.

The Company Has an Outstanding Record in the Lumber Industry

The Brown company, through the modern trend of one hundred of hardwood lumber. It has been previously mentioned that the specialties were figured gum and Tennessee aromatic red cedar. It might be more proper to say that the cedar and is really the specialty, while the gum specializing is the result of the fact that the company has such a special supply of very highly figured stock on its timberland.

The Company Uses Atkins' Saw

Specialization in red cedar has led through rather interesting developments, which originated with its former days and location in the Nashville territory. It is through this section that the bulk of the com-



Corner of Proctor Lumber Yard



Knotter Preparator at Work

pany has. It is now stated definitely that it produces as much of this material as all other firms in the country combined.

In addition to its other holdings, the company has in Chicot county, Arkansas, 30,000,000 feet of timber running largely oak and ash. They expect at some later date to install a mill to work this out, but for the present they will dispose of their logs to mills in their territory and will soon have an accumulation of logs ready for the market.

In Mississippi the company has other timber holdings running about 60,000,000 feet, largely very un-forked leaf white oak and cove oak. It is expected a mill will be erected here also, although the mill location has not been decided upon. It is expected that this tract, which is one of the finest remaining tracts of



General View of Proctor Mill. This Mill is Modernly Equipped and Turns Out 65,000 Feet Daily

merical red cedar is found and the company's red cedar trade was built up through close personal analysis and cultivation of sources of supply.

In the figured gum end, as stated, the development has come merely because figured gum has been so prominent and important a part of the George O. Brown product. This company built a substantial reputation on its gum production some time before organized exploitation of this remarkable wood was attempted, and has greatly assisted in the development of standard markets for this wood.

No far as both of these lines of specialization are concerned, it appears from what the company is still doing that it is equipped to carry along in the present way for an indefinite period ahead.

With the Trade

Emergency Fleet Building Established

The United States Shipping Board Corporation announces the head office building of the corporation in Philadelphia will be known as the United States Shipping Board, United States Fleet Corporation building, the address being corner of Broad and Cherry streets. This address took effect on June 1.

Strike Delays Issue

This issue of **HARDWOOD RECORD** has been considerably delayed on account of the strike of pressmen throughout Chicago. **HARDWOOD RECORD** regrets that the issue is not on the press with the usual promptness, but the circumstances were not subject to our control.

Edward Hines, Jr., Dies in France

A cablegram received from France on Sunday, June 9, at the home of Mr. and Mrs. Edward Hines, Evanston, Ill., announced the death of their son, Edward Hines, Jr., in the base hospital in France.

Lieut. Hines had been in the hospital for some time since he had been stricken with pneumonia after having been exposed in the trenches.

Lieut. Hines was twenty-one years old and joined the army through the first officers' training camp at Fort Sheridan, he having been a senior at Yale at the time he enlisted. He was assigned to a machine gun outfit and left for France last December. He developed rheumatism while in the trenches but refused to leave his duties until he eventually became so weak he had to be carried to his quarters. He was moved later to a hospital where pneumonia developed.

Who's Who with Atkins

It has not been our privilege for some time to present to the gaze of admiring subscribers the handsome visage of Lew Doster of erstwhile association fame. Mr. Doster through his former association activities, was very much in the limelight as far as publicity is concerned, not because he sought it but because he earned it.

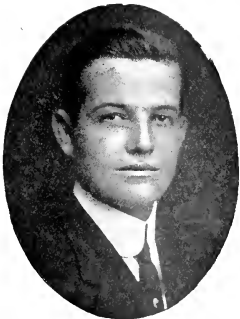
For the past five years Mr. Doster has been actively and successfully connected with E. C. Atkins & Co., Inc., the Silver Steel saw people of Indianapolis, Ind. His natural ability coupled with his wide and intimate acquaintance among lumber manufacturers, has brought him unusual success which resulted a short time ago in his promotion from the position of assistant sales manager of the mill department to that of sales manager of the mill department.

At the same time Don R. Forsythe has been appointed to supersede in his work in the southern states. He has the title of efficiency expert for the mill department and his duties will take him through all of the southern states in the territories of the Atlanta, Memphis and New Orleans branches.

Mr. Forsythe is well known to sawmill men of the Southeast, having been connected with the Atlanta branch for some years. He has earned his promotion by reason of his thorough knowledge of saws and mills and by his knack of turning this knowledge to the advantage of mill owners and operators whom he has often assisted in increasing production and improving quality of cut.



LEWIS DOSTER, SALES MANAGER, MILL DEPARTMENT, E. C. ATKINS & CO.



DON R. FORSYTHE, EFFICIENCY EXPERT, MILL DEPARTMENT, E. C. ATKINS & CO.

New Hardwood Mill at Couderay

The new mill of the Bekkedal Lumber Company located at Couderay, Wis., started work about a month ago. The mill will cut hardwoods and hemlock and has been under construction for the past eight months. It is pronounced one of the best of its size and kind in northern Wisconsin. It will require the services of 150 men at the plant and will turn out about 125,000 feet for every twenty hours' run.

The company has about 14,000,000 feet of logs on hand and will not be able to complete the cut this year operating day and night.

The Bekkedal Lumber Company will cut most of its logs from the Couderay Indian Reservation near Couderay, Wis. It expects to have twelve to fifteen years' cut.

Baker-Matthews Moves to Memphis

The Baker Matthews Lumber Company, Sikeston, Mo., which has up to now maintained sales offices in the Fisher building, Chicago, J. H. Stannard being manager, announced on May 27 that it was moving the sales office to Memphis. The idea is that with present competition and rapid changes of conditions it is desirable to have the sales office as near the producing end as possible.

Adequate room has been engaged in suite 1500 Bank of Commerce & Trust building, Memphis, and the company requests that all mailing lists be changed to show the new address.

Mr. Stannard will still be in charge at the Memphis office.

Furniture People Adopt Trade Acceptance Form

M. Wulpi, commissioner for the Central Bureau of Affiliated Furniture and Casket Manufacturers, in a recent bulletin showed one of the approved forms of trade acceptances adopted for the use of the members. The bureau recommends the use of this one form so as to make the procedure uniform among the entire membership. The advantages in this particular case are that it does not disfigure the face by cross face acceptances; it furnishes the debtor copy and explains plainly why he should execute it; it is simple and easy to understand.

Commenting on the trade acceptance, Mr. Wulpi says that when all is said and done it is a matter of changing the dealer over to this rule and that this will take time. It cannot be expected that all will use trade acceptances at first, but that many do and that the number is increasing. He maintains that it is up to the manufacturer to insist on its use, it being intended primarily for dealers who do not discount their bills.

Lumber Traffic Expert Now in Service

Roy Browning late assistant to R. R. May of the Southern Hardwood Traffic Association, Louisville branch, who after being turned down by the navy on account of defective eyesight, was finally given a chance in the draft and is now in service at Columbia, S. C., where he is a member of Company C, First Battalion, First Brigade, Field Artillery, R. D.

Mr. Browning saw several months' service with the traffic bureau following considerable activity in investigation work. For several years he was with the freight department of the Louisville & Nashville. He is quite a noted athlete and in addition to physical department work in Louisville Y. M. C. A. was prominent in baseball, football and other athletic circles.

The traffic association presented Mr. Browning with a handsome watch on his leaving, while employees of the Louisville office tendered him a Gillette war outfit.



ROY BROWNING, FORMERLY OF LOUISVILLE, NOW WITH NATIONAL ARMY

Important Change in Furniture Organization

There has recently been an important change in the organization of Innis, Pearce & Co., Inc., makers of furniture, Rushville, Ind. K. A. Innis, after having been connected with the company for many years has retired and sold his interest to W. M. Pearce and others. Associated with Mr. Pearce is C. W. Talge, formerly president of the Evansville Veneer Company, Evansville, Ind.

Mr. Talge succeeds Mr. Innis as secretary, treasurer and manager. Mr. Pearce is president of the corporation.

The company will continue as before to make furniture, and will manufacture the same line of furniture as in the past.

Lumberman's Daughter in Serious Accident

Katherine Richards, aged ten, daughter of Mr. and Mrs. H. J. Richards of Memphis, was struck and seriously injured by an automobile about two weeks ago. The girl was waiting for a street car with her sister and a number of friends to take them to a party in Overton Park, Memphis. She suddenly ran into the street, was struck by a machine and hurled against the curb, the result being a ten inch fracture of the skull. She was hurried to the Baptist hospital and operated upon, the outcome being in doubt for several days, but in spite of the serious injury the last word was that she is getting along very satisfactorily and that her complete recovery is only a question of time.

Mr. Richards is sales manager for J. H. Banner & Sons, Inc. He has many friends in the hardwood trade who will be delighted to learn of the fortunate outcome of what promised to be a tragic accident.

Instructions that Should Be Observed in Shipping Green Stock
When the shipment of the warm weather stock is necessary to follow correct practice in the shipment of green lumber in order that serious losses may be avoided. One prominent shipper, the Baskirk Rutledge Lumber Company, Cincinnati, O., has issued to mill managers suggestions touching on this point. The suggestion follows:

During the warm months it will be necessary to place green lumber and wagon material on dry sticks in the cars or on piles to prevent it from heating, staining and being damaged in transit. Car doors should be nailed open to permit a free circulation of air.

We can't be held responsible for stock damaged in transit through neglect of the above instructions in the handling of our orders.

The above does not include railroad ties, switch ties, freight car oak, bridge plank or structural timber.

Utley-Holloway Mill Starts Cutting

The accompanying illustrations show the fine new plant of the Utley-Holloway Sawmill Company owned by the principals of the Utley-Holloway Company, Conway building, Chicago. The mill is located at Clayton, La., adjoining a large tract of timber which the company acquired recently. The mill has been under construction for a number of months, completion having been delayed by the usual difficulties attending such work.

The company cut a considerable number of logs during the winter and now has about 2,500,000 feet mainly gum and oak, the remainder being ash, elm and other species. Gum predominates, it being said that the timber of this species coming from the company's land is equal to any from the famous tracts of gum that have gained reputation during recent years. About a million feet of these gum logs have already been cut on adjacent mills and the product runs about thirty-five per cent red.

The new mill is a strictly modern eight foot band saw mill with hand resaw and all other up-to-date arrangements. It is estimated that it will turn out close to 75,000 feet a day.

The mill is located on the high banks of the Tensas river, and can draw logs both by rail and water, or as a third source of supply can take them across the river from timber areas on the opposite side. For this purpose a giant cableway with two towers, as shown on the illustration, was constructed and is now working with remarkable effectiveness. It has recently carried over 100,000 feet of logs a day. These logs can be dropped directly on the log dock, thus eliminating skilled labor.

The yard is well laid out and lumber is now being piled up rapidly.

W. M. Hopkins, who is handling the duties of G. H. Holloway, while Mr. Holloway is with the colors in France, is now in the South where he is supervising installation of rail lines to doubly insure a supply of logs. In case low water makes river work impossible, the company has its own barges and tow boats on the river and with the 1,200 feet cableway and its rail, log supply will be absolutely insured.

It may be recalled that the Utley-Holloway Company had a rather extensive assembling yard at Helena, Ark. This was sold a short time ago to the Galloway-Peese Company of Chicago and Saginaw, Mich.

Organizes Natchez Lumber Company

Announcement is made of the incorporation of the Natchez Lumber Company, which will be located at Bude, Franklin county, Miss. The company is incorporated under Michigan laws with a capital stock of \$50,000. The incorporators are A. D. and W. S. Eddy and G. L. Humphrey of Saginaw, Mich., M. L. Pease, Chicago, and F. J. Roys.

Mr. Pease is president; Mr. Roy, vice-president and manager and Mr. Humphrey, secretary and treasurer.

The company is operating a band mill at Bude and will cut seventy-five per cent oak and the balance poplar. It is announced that further operation will shortly be started in Louisiana to work largely on gum.

The supply of timber at hand will keep the operations going for the next ten or twelve years.

The company will be located at 108 S. La Salle street, Chicago, Bude, Miss., and Helena, Ark.

Darling to Build New Mill

The J. W. Darling Lumber Company, Cincinnati, O., expects to have its new 100,000 capacity mill within a reasonable time. The mill is located on the Mississippi river about four and a half miles above Baton Rouge. It is located on a tract of 500 acres of excellent land and part of which is now under cultivation. The mill will cut about 1,000,000 feet a month of 4x8x12 and 4x10x12 material.



VIEWS AROUND PLANT OF UTLEY-HOLLOWAY SAWMILL COMPANY, CLAYTON, LA.

The machinery is all purchased and the planing mill equipment is now being moved to the new site. This is an excellent location as it is served by five rail lines.

The company has a stand of from 50,000,000 to 90,000,000 feet of timber which will be worked up on the new plant.

R. L. Gilbert will move south from Cincinnati and will carry on the work of the mill and at the same time attend to the extensive buying which has always featured this company's operations.

A Large White Oak Tree

The William H. Coleman Company, Jackson, Tenn., recently cut a white oak tree in Mississippi that was three inches less than eight feet in diameter at the stump, and ninety feet to the first limb. The tree was made into copers, stock and measured seven and a half cords of bolts. The contents amounted to about 8,000 feet, board measure. That may not be the largest white oak tree on record, but if any one knows of a larger, the information would be interesting. The tree was 550 years old, according to the count of the annual rings.

A Sawmill's Capacity Increased

Some of the American sawmill men who are operating mills in France are establishing new records there. One incident will give a hint of the possibilities. Americans were placed in charge of the operation of a certain mill that was credited with a capacity of 10,000 feet a day. In a short time they were cutting 30,000 feet a day on the mill. Rather crude appliances are found in some instances. For instance, some of the sawmills have no feed machinery, but the log is pushed forward by hand while the board is cut. Such a mill, however, is apparently satisfactory to the operators of the mills before the arrival of the Americans, but a progressive sawmill man would not be satisfied until he had something better.

Building Hardwood Mill on Pine Lands

An agreement has been entered into between Richard P. Baer & Co., hardwood men of Baltimore, Md., and the Great Southern Lumber Company of Bogalusa, La., under which the former will manufacture all of the hardwoods on the lands of the Great Southern Company, the latter to deliver the logs at the mill of Messrs. Baer & Co., at Bogalusa. In accordance with the agreement, which has been duly signed, the Baltimore firm will erect and equip a sawmill at Bogalusa as quickly as possible, and it is thought that actual lumber manufacturing operations can be started in a month or six weeks. The mill building will be of the usual frame construction, with sheet iron roof and equipment consisting of a right side Clark band and resaw, so placed that the other side can be added whenever it becomes desirable. Allowance will also be made in the erection of the mill building for possible future extensions. The capacity of the plant for the present will be about 50,000 feet per day, and the plans will be drawn by the mill superintendent of the Magazine Hardwood Company, the manufacturing end of the Baltimore firm, at Mobile, Ala., where a new plant was put in operation early in the year. The bulk of the timber on the lands of the Great Southern Company is poplar and gum, and arrangements have also been made to secure the timber on tracts which the Great Southern Company did not previously control. Altogether, it is calculated that the timber supply will last twenty years. The operation is said to be one of the largest undertaken in the South, and involves a big sum. Richard P. Baer, senior member of the firm, looked over the property the latter part of 1917, and was there several months ago. Negotiations with the Great Southern Company were carried on largely through Charles I. James of Baltimore, one of the officers of the corporation.

Pertinent Information

Woods Used for Airplanes

There are so many rumors and general statements as to what kinds of woods are used in airplanes and what purposes they serve that specific and authoritative information is desirable.

According to the best advice obtainable, the following are the woods commonly used and the purposes to which they are put:

Ash for struts and longerons; spruce for trusses, wing beams, etc.; birch for wing beams; black walnut, cherry, quartered oak, mahogany and fir in propeller blades with poplar being experimented with for this purpose also.

Veneer and plywood are used in fuselage. It is stated that propellers may also contain Spanish cedar, birch, gum, etc.

Lumber Situation in New Brunswick

Consul Richardson reports from Moncton, N. B., that the outlook for the sawmill industry in the Miramichi this year is one of the most unfavorable that the community has faced for many years. Not only is the amount of lumber cut far below the average, but the great scarcity of men makes it doubtful if the mills can be fully operated even on a short-time schedule. In any case, the mills will be later in starting than usual and will end their season much earlier than formerly. For instance, the big Snowhill mill, which cuts from 150,000 to 180,000 feet per day, must wait until the rafting operations are so well advanced that a continuous and adequate weekly supply of lumber is assured, and, in fact, all other mills in proportion to their cut are affected in the same way.

The weather has been ideal for bringing out the lumber and all the drives are out or so nearly out that their early arrival within the rafting areas is assured. The lumbermen did not go into cutting operations last winter on anything more than 50 per cent of the usual cut, owing to the uncertainty of the market, the high rates of wages, and the large stocks which the mills were already carrying. Now that the price has increased considerably, the mills would be glad to have their usual amount on hand.

Lumber and Timber Exports for Market

Below is given a summary of the official figures of exports of logs and lumber for March, 1918:

Round logs.....	\$ 36,968
Firewood.....	24,792
Square logs.....	174,633
Timber.....	2,898
Lumber.....	3,643,202
Boats and sails.....	15,470
Boots, shoes, and blinds.....	67,255
Handles.....	109,184
Furniture.....	255,411
Empty barrels.....	112,801
Barrel shoos.....	380,582
Box shooks.....	109,000
Box.....	296,528
Total value of all forest products exported in March was \$6,630,910.	

Issue Booklet on Timber Bridges

In connection with the policy of the trade education department to assemble accurate information for the proper and scientific use of wood in all types of construction, C. E. Paul, construction engineer for the engineering bureau of the National Lumber Manufacturers' Association, has issued an exhaustive pamphlet covering the subject of proper use of timbers in highway bridges.

The subjects covered are: Use of wood in bridge construction; location and substructure; types of framing; floors and wearing surfaces; joints and metal details; quality and kind of timber used; preservation of bridge timbers; plans of timber highway bridges; valuable reference books.

The booklet is profusely illustrated with suitable photographs bringing out points touched on in the text.

Change in English Sawmilling

Sawmilling never was the same in England as in the United States, nor is it the same now, but changes, due to the war, are swinging the business in our direction. The London *Timber News* notes the change in methods of cut as follows:

The timber merchant of today is a totally different man from a business point of view from what he was in pre-war times. Speaking with one of our largest importers of timber last week, but who, owing to the exigencies of the war, is now engaged in "foreign wood," the former owned quite eighty per cent of the whole, we were told that the uncertainties and general difficulties that are connected with the home trade, coupled with the lack of knowledge of that particular branch, rendered it almost both irksome and comparatively unprofitable. Dealing with seasoned converted foreign logs is quite a different matter to the handling of trees in the forest, and requires a totally different education in order that the best results may be obtained. The merchant referred to told us the difficulties he had in procuring men conversant with felling, then the handling was full of troubles, for horses were almost unobtainable. But that was not all, for his sawing machinery was found to be ill-fitted for converting timber in the round, and required much and expensive alterations, in fact, so much so, that he was compelled to open a sawmill in quite a new district from that in which his former business had been successfully carried on for fully three-quarters of a century. And the worst of all is that he must commensurate with the outlay, to a great extent, owing to want of knowledge of the new undertaking.

Furniture Prices in Germany

A newspaper in Amsterdam published a short time ago a letter from a Berlin correspondent quoting prices of new and second-hand furniture. New furniture averages about four times as expensive as before the war, but the demand calls principally for articles that have been used. An old bedstead with a mattress, which in peace times would sell for about \$4.75, now brings \$45 or more. A plain old kitchen chair which formerly was worth forty cents, now brings from three to four dollars.

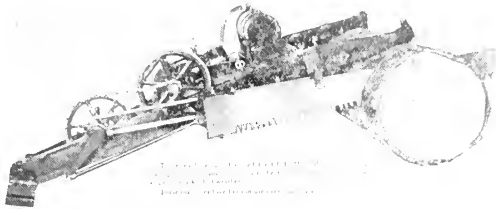
The buyers are generally dealers who resell the old furniture to the public at a high profit. If a person still has some old lumber in the attic and advertises in the press that he would like to get rid of it, so many would be purchasers, with call on him, that it looks as if he were giving away better as presents. Trade in old furniture is booming. The buyers are scouring the country, paying good prices, and selling often with usurious profits.

The Berlin correspondent concludes the article with the following look ahead and comment on the situation:

"The furniture question is certainly of unusual importance even now, but it will be still more urgent after the war, when the men have returned from the battlefield. That is the good of providing dwellings on which so much emphasis is being laid just where the family has to live in bare rooms? Those who, for economic reasons, would make hoarding easy after the war, must provide the furniture. What are the hundreds of thousands of men and women to do who married during the war and did not establish a household of their own because the man had to remain in the army so long and his wife went to live with relatives or rented a furnished room? It is just these men who have been unable to save any money. They will be compelled to patronize a dealer in old furniture and buy it on the installment plan in most cases."

Vaughan PORTABLE GASOLINE Drag Saw

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BY ANYONE CUTTING TIMBER



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ONE PRICE TO ALL **\$169.00** F. O. B. MEMPHIS NO DISCOUNTS

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Louisiana, W. Va.

Demand for Lumber in the Azores

The lumber markets of the world will be largely reorganized after the war, and American material will fill an important place. For that reason it is proper to follow the trend of events as closely as possible in various countries, in order to be prepared to take all advantages that are presented. On April 20 the Consular and Trade Report, by the Bureau of Foreign and Domestic Commerce, published an account of the Azores lumber market by Consul John Q. Wood, and a summary of his report is here given:

The principal woods used here, of local growth, are pine, acacia, cypripetia, carvalho (oak), and cedar. Pine, cypripetia, and cedar are used for making doors, window frames, floors, rafters, beams, and roofs, over which they are placed. There are practically no wooden houses in the islands. Acacia is the wood specially adapted for furniture. Carvalho is serviceable for making parts of wagons and carts and is also employed to a limited extent in boat building, in view of the smallness of the timber. Since the war other serviceable woods have come into use, but they are not of sufficient importance to merit attention. In normal times native wood is used in making boxes for the export trade in apples, tobacco, tea, lemons, and oranges. There are twenty seven sawmills on this island—twenty run by steam, six by water power, and one by gasoline motor. The best quality available is that the local output amounts to considerably over twice as much as the imported product in normal times.

The development of the pineapple industry has created a demand for imported wood, most of which has come from the United States. There have been some shipments from Great Britain and Germany by persons in these countries directly interested in this industry. Germany sending Russian timber, transhipped from Hamburg, where most of the fruit was shipped for European consumption on the Continent. It is reasonable to assume that at the conclusion of the present war there will be a good market for pineapples in the same markets, and an extra effort to exchange lumber among other articles for the local exports. Pine, spruce and fir are practically the only woods imported and they are used for the construction of portions of houses and to some extent in building lighters and fishing boats, and also for reeving steers, and sailing vessels. The prices of the imported articles have gradually increased, so that although the amount in board feet decreased, the value remained about the same up to the commencement of the war. Since then imports have practically ceased and at the present time receipts are said to have fallen off. Timber at the local ports are prohibitive, although there is practically no foreign timber on the islands. At the conclusion of the war there will be a limited demand for this same purpose, even at the high prices that will prevail.

Prices of lumber from the United States, before the war and at present are here shown: Southern yellow pine, before the war, \$71 43; now, \$150. White pine, before the war, \$102; now, not any sold. Black oak, now before the war, \$357 15; now sold now, \$746; oak was \$214 29; now, \$380. In 1917 about 250,000 feet of lumber was used for furniture in the city of Ponta Delgada. Practically all kinds of furniture are made there.

The Italian Lumber Market

Consul E. T. F. Dumont, Florence, Italy, sends the following report in regard to Italy's lumber needs:

The yearly cut from Italian forests, excluding firewood, before the war amounted to not more than 100,000,000 feet, board measure, per year. Up to date the lack of imported lumber and the demands of the war have made such inroads upon the supply that for about 15 years no more timber can be cut. If the war ends within a year or two, Italy must import at least 2,000,000,000 board feet per year; but if lumber prices abroad are approximately the same in gold as they were before the war, it will import from 3,000,000,000 to 4,000,000,000 board feet for about 3 years and 2,000,000,000 board feet for the 12 years following. Many Italian lumber concerns had their own tracts of timber and mills in that part of Austria bordering upon the Italian Veneto. These concerns will not go back into Austria if lumber can be imported from elsewhere and lumber prices are at all within reason.

Outside of southern pine from the United States, practically all the wood imported was of the kind known in Italy as "albeti" (European larch or fir). In my opinion, there will be a postwar market for American spruce, hemlock, southern pine, swamp cypress, redwood and Douglas fir or Oregon pine, as well as for a fair quantity of American white oak, the best named in the form of railway ties particularly. The market for American pitch pine will always be here on account of its use for firewood (cooking and similar purposes). I suggest that American manufacturers seek to exhibit in Italy, in the American consulates or elsewhere, small samples of all the woods mentioned, except pitch pine and white oak, both of which are well known. Several qualities of each variety, with the prices of each quality, should be exhibited and goods guaranteed to sample. I believe that southern pine and southern swamp cypress are just the woods to take the place of the "albeti," and that Oregon pine and redwood can not help finding a good market. All, however, must be furnished at a price to compete with Austrian lumber, otherwise Italy would be compelled to turn to Austria again. The great requirement is to have samples of American wood in Italy now, so that Italian dealers may see just what the United States can furnish in the way of cheap lumber.

Early Users of Emery

The use of emery for grinding and cutting hard surfaces is commonly supposed to have been an invention of a few years ago, but some of the dates need to be revised in view of investigations made in the Egyptian work shops buried under the sands of Egypt. Lumbermen in the field found emery rocks, plainly showing that they had been used in grinding and grinding purposes by Egyptians of the pre-historic period, dating back at least 7,000 years ago.

Excellent Crop Prospects

The outlook now indicates that this season's wheat crop will amount to 2,000,000 bushels. The crop of oats promises to be large, and the cotton crop is much more promising than it was at this time last year. Not only in this country, but also in England, France, India, Canada, and Australia are the crop prospects excellent. In the British Isles more potatoes have been planted this year than last. Prospects, however, are poor in Russia, not because anything is wrong with the weather, but because the people have been so absorbed in the problems of reforming mankind that they have not had time to do much planting.

The Wooden Ship Program

The program calls for building 400 wooden ships this year, and 200 next year. The tonnage of this year's product, if the program is carried out, will aggregate about 2,000,000 tons, and next year's wooden ships will add another million. The tonnage of the steel ships now planned will be about 6,000,000. It is possible to expand the wooden vessel program almost indefinitely, since there is plenty of timber and plenty of room. The worst shortage is in laborers; but machines for doing the work are on the increase, so that more work can be done by fewer men. The wooden ships are being constructed at various points on the Pacific coast, the Gulf of Mexico, and the Atlantic coast. A 4,000-ton ship is sufficient to carry supplies for 1000 men in France. The 2,000,000 tons of wooden ships to be completed this year will supply 200,000,000 men. The steel ships under way should serve 1,000,000 men.

Lumber Furnished for War Purposes

It is shown in the report of the war service committee of the National Lumber Manufacturers' Association that the lumbermen have already supplied the government with more than two and a quarter billion feet of lumber for war purposes. The supplies came from the different bureaus as exhibited in the following figures:

	Feet
Western Hardwood Emergency Bureau.....	9,000,000
North Coast Lumber Emergency Bureau.....	435,000,000
Georgia-Florida Emergency Bureau.....	308,800,000
Alabama-Mississippi Emergency Bureau.....	45,000,000
North Carolina Emergency Bureau.....	318,000,000
Southern Pine Emergency Bureau.....	1,155,521,878
Total.....	2,271,321,878

Timber Shortage in Australia

A government trade report from Melbourne, Australia, states that in the face of a supply of timber which is almost inexhaustible, the State of Victoria is threatened with a timber famine unless some change is made in the forestry policy. The principal cause of the decrease in the output of timber is the fact that during the first two years of the war large numbers of mill employees enlisted. Some mills have closed down; others are working with three-fourths their former force. In addition to the decrease in home production there has also been a falling off in imports, due to the shortage of shipping.

The output from forest mills in Victoria for the year ending June 30, 1914, was 64,391,000 superficial feet, and for the year ending June 30, 1917, 51,503,000 feet.

The German Merchant Marine.

A review of the German sea service, from the German viewpoint, appeared March 31 in a Hamburg paper. The article was written by Oskar Linder. Following are the opening paragraphs of the article:

With no branch of Germany's economic life has the world war played such havoc as with German over-sea shipping. A good two-thirds of the colossal German trade fleet has, up to the present, through seizure or capture, fallen into the possession of the enemy or been sunk, or else appears to be greatly imperilled.

To this must be added the frequently overlooked fact that German over-sea shipping firms have, since the beginning of the war, despite the absence of any income worth mentioning, been obliged to spend, month in and month out, enormous sums for keeping their ships flying neutral colors in good condition, for harborage, and for the hire and support of the seamen on these ships—expenditures which have, of course, gradually become less and less as the enemy has, during the first two years of the war, laid the coalition against us, yet which still today require considerable quotas. There must, furthermore, be added the taxes at home, the cost of keeping in condition the ships lying here, the financial business expenses, the support of those employees who have joined the colors and of their dependents, and much besides.

The handsome profits which some of the large German shipping firms have gathered since 1916 through the transportation of iron ore and coal in the Baltic Sea can, in the face of these expenditures, hardly be considered as more than a drop in the bucket.

If the predicament of the German over-sea shipping firms appears on the very face of matters to be an extremely difficult one, it appears still more so if attention be directed to the end of the war, for the shipping companies of the neutral and enemy countries have earned altogether fantastic sums during the years of the war. They have thereby not only been in a position to declare dividends of unprecedented size, but have now perils when it is compared with the foreign competition that it is in addition to this also transferred vast sums to reserve and emergency funds, thereby being fully able to compete against the weakened German shippers has increased to such an extent that one can not but be of the opinion of war of competition with concern.

Hardwood News Notes

< MISCELLANEOUS >

The Wadsworth Lumber & Manufacturing Company, Wadsworth, O., has changed its name to the Wadsworth Milling & Lumber Company.

The death is announced of Thomas J. Pringle, president of the Milwaukee Casket Company, Milwaukee, Wis.

The following are recent incorporations: The Akron Table Company, Akron, O., and the Wilmington Saw Mill Company, Wilmington, O.; the Empire Moulding Company, New York, N. Y., and the Grayling Box Company, Grayling, Mich.

The Interior Hardwood Company, Indianapolis, Ind., and the G. H. Barnes Hardwood Lumber Company, St. Louis, Mo., are both reported closing out.

The Elbinger Vogt Company of Palmyra, Mich., has consolidated with the Economy Drawing Table Company at Adrian, Mich., and Toledo, O., and the latter concern is now known as the Economy Drawing Table & Manufacturing Company.

The High Point Show Case Works, High Point, N. C., has sustained a fire loss.

The Bon Air Lumber & Manufacturing Company, Nashville, Tenn., has incorporated with a capital of \$100,000.

The Ohio Valley Casket Company has been incorporated at Lawrenceburg, Ind.

The capital stock of the Kosse, Shoe & Schleyer Company, Cincinnati, O., has been increased to \$100,000, and that of the Hyde Lumber Company, South Bend, Ind., to \$150,000.

The Shoals Wood Products Company, with a capitalization of \$10,000, has been incorporated at Shoals, Ind.

The Porter Manufacturing Company, Ann Arbor, Mich., has changed its name to the Commerce Body Company.

Wagner & Plymale, Gallipolis, O., is now conducting business under the style of the Plymale Wagner Company.

< CHICAGO >

The Central Millwork Company, Chicago, is liquidating.

The Benton Furniture Company has incorporated at Benton, Ill., with a capital of \$10,000.

G. H. Rittmeller has succeeded F. Rittmeller & Son at Addison, Ill.

The Baker-Matthews Lumber Company has moved its sales offices from Chicago to Bank of Commerce & Trust building, Memphis, Tenn.

W. O. King, Chicago hardwood wholesaler and one of the stockholders in one of the largest operations in British Columbia, accompanied by the general manager of the same company, has been spending some time in the West, getting ready to build their new saw and paper mills and commence the manufacture of their big timber holdings.

G. M. Chambers, who has been manager of the Newark, N. J., office of the Kendall Lumber Company, has been commissioned as captain in the quartermaster's corps, construction division of the national army, and reports to Washington this week for service. Mr. Chambers is one of the active salesmen in the East, having had experience in the sales and as general manager of the Kendall Lumber Company, and is well equipped to be of service to Uncle Sam at Washington. We hope to hear he has become a general one of these days, as he certainly will do his best for the elimination of the Hohenzollerns.

< BUFFALO >

The lumbermen are trying hard to move their stocks in advance of the raise in freight rates, but they have not been able to do much at it, because the cars are moving so slowly. The boost in freights is considered a pretty stiff one by the lumbermen, who are not certain as yet what the effect is going to be on their trade. They are sure that war industries will need lumber, even though it costs a good deal more than at present.

The lumber team which worked in the interest of the Red Cross campaign was successful in bringing in quite a few thousand dollars. The total quota for this city was \$1,500,000, but the campaign was so successful that the amount raised ran over \$2,400,000.

One of Buffalo's best-known lumbermen, Julius Dietz, died suddenly on May 29, while at church. He left home in apparent good health, but was stricken by apoplexy. He was seventy years old and had been identified with the local lumber industry since he was eleven years old. He grew up with the old business of E. & B. Holmes, becoming a partner, and when the heads of that concern died he established the Builders' Planning Mill Company. Up to five or six years ago this was a well-known concern, but in more recent years Mr. Dietz was the representative of out-of-town lumber companies and a smaller figure in the selling line. He was one of the founders of the Buffalo commandery, No. 14, Knights of St. John. A widow and daughter, Mrs. W. F. Schweigert, and a sister, Miss Susan Dietz, survive.

Several million feet of lumber have thus far been received by lake and the movement has lately shown improvement, after a quiet start. Freight rates are quite high, which has the tendency of discouraging the bringing in of lumber. Among hardwood cargoes recently arriving was one of several hundred thousand feet of birch for the Yeager Lumber Company, which has not been engaged in lake lumber trade for several years, but has a good demand for this sort of stock.

Maulve E. Wall, son of James B. Wall, president of the Buffalo Hardwood Lumber Company, has left the training camp for military service

LUMBER

Cut from logs such as these ranks high in quality and grade. All our stock is from St. Francis River basin logs which produce the highest quality of Gum Lumber on the market.

2 Band Mills
100,000 ft. daily capacity

MILLER LUMBER CO.
MARIANNA, ARK.



in France. His brother, John H. Wall, is with the army reserves who are engaged in getting out spruce timber in Washington.

The \$2,000,000 plant of the Ontario Paper Company, at Thorold, Ont., was threatened with entire destruction on June 1 and 2, but was saved by the direction of the wind. Much pulp wood was destroyed and it was twenty hours before the flames were under control. The fire was caused by a spark from a passing locomotive and the loss is estimated at \$30,000.

< PITTSBURGH >

The American Lumber & Manufacturing Company is making splendid shipments from its plant at Lenox, Ky., May running well up toward the new record for that operation. Most of the Lenox stock is oak and is going into government orders.

The Wicklow Lumber Company is doing a splendid business in furnish- ing white oak to mine-car manufacturing concerns. Its mills are located in Washington county where the best oak in Pennsylvania grows.

Tom Harrington, who has been identified with the hardwood interests for several years as salesman in this city, is now in the forestry service in France.

The Phillipsburg Lumber Company has started a mill to cut 200,000 feet of oak and chestnut on the Morrow tract near Phillipsburg, Pa. Among those interested are J. H. Wallin, manager, George Steele and Alvin Bush of Phillipsburg.

The West Penn Lumber Company is getting its full share of industrial trade. Shipments have been very irregular but Manager E. H. Stoner feels that there is no special cause for complaint, all things considered.

The Frampton-Foster Lumber Company is going "over the top" in its shipments of hardwood. A large part of this lumber is oak which goes from the country mills in tri-state territory to ports in the Middle West.

The Allegheny Lumber Company mills business very spotty. Now and then orders come which indicate quite a resumption of buying. Then, shipments tighten up with the result that the average is cut down badly.

Harry Wilson is doing a very good business in poles and ties and railroad stocks. He finds prices firm and no trouble in selling lumber if deliveries can be made.

The Avon Lumber Company has had success in its hardwood business the last few months, especially with industrial concerns. President H. F. Donahoff forecasted the situation many months ago and made large purchases which have been of great assistance to him lately.

The Kendall Lumber Company reports mine sale not quite so brisk as a few months ago. The government is putting a damper on the open-

ing of new mines where it is likely to take labor from the old mines, with the result that fewer operations are being started.

< CLEVELAND >

All lumber consumers, including hardwoods, have been apprised of the exact conditions in the local lumber industry by the Cleveland Board of Lumber Dealers, June 1. The move of the government to increase the freight rates is taken as the basis for argument against hopes for lower prices in all lumber, which are being expressed by real estate operators, builders and contractors. It is pointed out that the increased cost of production, hauling, transportation and the like are almost certain to bring higher prices, rather than a reaction.

Big outlet for hardwoods is seen in the announcement of the definite plans of the Glenn L. Martin Company, commissioned to make airplanes for the government. According to President Martin, of the firm, it is planned to make a plane every ten days until fall, when according to present arrangements, the production will be increased to a plane a day. This will be accomplished, it is stated, by enlisting the undivided cooperation of employees, who were pledged at a dedication of the new plant on Decoration day to remain on their jobs and keep production up to maximum without losing time. The first plane to be put out by this firm will be flying by July 1, Mr. Martin predicts.

Hardwood interests of Cleveland and vicinity were surprised over the announcement of the death of W. W. Welsh, head of one of the large carriage and wagon works of this city. Mr. Welsh established the business forty years ago, and it was a large consumer of various hardwood products. Several years ago he retired, but the business on East 65th street has been maintained. Mr. Welsh was seventy-two years old.

Chance for getting a federal appropriation with which to build 10,000 houses for Cleveland workers, and in which hardwood interests here see opportunity for a big outlet for their product, has not been diminished, according to Louis A. Moses, general manager of the Cleveland Real Estate and Housing Company, which is seeking the appropriation. Mr. Moses addressed the Cleveland Real Estate Board along this line at its last spring meeting this week. He said that the need for housing here is as great as ever, and that a mistaken notion has obtained that because some 20,000 young men had left the city for government service there was that much less need for the houses. He said that these young men have been replaced by older men with families, and that the need consequently is greater. This phase, together with data on the labor situation here, will be presented at Washington.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD



STERNER
LUMBER CO.
Hardwoods
Especially

STERNER SERVICE

WE MANUFACTURE bandsawed, plain and quarter sawed
WHITE AND RED OAK AND YELLOW POPLAR
We make a specialty of Oak and Hickory Imple-
ments, Wagon and Vehicle Stock in the rough.
— Your inquiries solicited —
ARLINGTON LUMBER CO., Arlington, Kentucky

Wistar, Underhill & Nixon
Real Estate Trust Building
PHILADELPHIA, PENNSYLVANIA
CHOICE DELTA GUM Dry and Straight

— < COLUMBUS > —

The Gough Lumber Company, Akron, has been incorporated with a capital of \$100,000 to manufacture and deal in lumber. The incorporators are C. V. Gough, J. B. Huber, Francis Seibinger, Fred W. Sweet and E. Marguerite Collins.

The Union Wholesale Lumber Company, Youngstown, is now represented by J. M. Andrews, formerly of Columbus and W. J. Glantz of Cleveland. Both men were formerly associated with the Krauss Brothers Lumber Company of New Orleans.

Col. John L. Vance, Sr., of Columbus, president of the Ohio Valley Improvement Association, is authority for the statement that the Ohio river from Cairo to Pittsburgh would be canalized within a few years at least. Col. Vance recently conferred with W. C. Culkins, secretary of the association at Cincinnati. The object of the association is to secure a nine-foot stage the year around for the Ohio river from Pittsburgh to its mouth at Cairo.

The M. B. Farrin Lumber Company, Cincinnati, announces that it will soon give employment to women in various branches of its business in order to release men for military service. The company has sent a request to the state employment bureau for women to do men's work. They are to receive the same wages as men and will wear overalls.

Word has been received that Sergeant Lorenz O. Kilmer of Oak Harbor, son of H. A. Kilmer, secretary of the Ohio Association of Retail Lumber Dealers, has been transferred from Camp Sheridan at Montgomery, Ala., to the officers' training camp at Jacksonville, Fla.

Quite a few lumbermen in Ohio have responded to the call of their country and have entered the armed forces of the United States. In the list are Corporal Joseph R. Bohn and Henry S. Wingard, stationed at Jefferson Barracks, Mo., both with the Swan Lumber & Supply Company, Toledo; Harold Graves of the Brown-Vincent Company, Akron, now at Camp Mead, Ga.; F. N. Stanforth, who enlisted with the Quartermaster's Department at Camp Johnson, Fla., formerly with the M. B. Farrin Lumber Company, Cincinnati, and Lieutenant Frank Lehman, formerly Ohio representative of the Louisiana Red Cypress Company, now with the Spruce Production Division at Vancouver Barracks, Wash.

R. W. Horton of the W. M. Ritter Lumber Company reports a good demand for hardwoods, both from factories and retailers. The factory demand is the best feature of the trade at this time. Congestion on prices and embargoes are holding up shipments to a large degree. Prices are firm all along the list.

J. A. Ford of the Imperial Lumber Company reports a good trade in West Virginia hardwoods with prices ruling firm in every respect.

— < INDIANAPOLIS > —

Robert A. Innis, a well-known furniture manufacturer of Rushville, Ind., has retired from the active management of the Rushville Furniture Company, the active management of the business having been assumed by Manly Pierce. Mr. Innis has been known for years as a very successful manufacturer and has a wide acquaintance among the furniture men of Indiana. For the present he intends to devote his time to other business interests.

Richard Rinhardt, Seymour, Ind., who has been connected with the Seymour Manufacturing Company as a timber buyer for many years, died recently on a train while enroute from Cairo, Ill., to his home. He was sixty-five years old, and had been in bad health for about three months. It was believed that his condition was greatly improved when he attempted to make the trip to his home.

The Seymour Furniture Company of Seymour, Ind., has received an order for \$8,000 worth of furniture from a firm in Glasgow, Scotland. This is the largest export order the company has ever received.

— < EVANSVILLE > —

Evansville building permits for May amounted to about one-third of the permits of May of last year. Some time ago Mayor Benjamin Bosse announced that there would be no public work in this city for the balance of the year and perhaps not until the close of the war. This has had a rather depressing effect upon building lines in Evansville and street work is now at a standstill. Contracts that were let before Mayor Bosse issued the order will be finished. Contractors and architects say some work is going on in Evansville now, but that it does not begin to compare to former years. Sash and door men say that their out of town trade is fair, planing mills report a fair trade only. Retail dealers say that they are satisfied to go along and drift with the tide until conditions have once more become normal.

The war chest fund campaign in Evansville and Vanderburg county to raise money to defray all war expenses in this city for the next year, including the Red Cross, has come to a close. Something like a half million dollars were raised and many of the local lumbermen were active in the campaign.

The Peters Lumber Company, a South Dakota corporation, has qualified to do business in Indiana. The company handles building materials and E. R. Gates of Gary has been appointed its agent in the state.

The Mercer Lumber Company, Hartford City, has increased its capital stock from \$25,000 to \$50,000.

While the Evansville Lumbermen's Club at its last meeting decided not to pull off an outing on the Ohio river this summer because of the scarcity of woodmen, it is expected that some kind of a picnic will be arranged later in the season. William S. Partington, head of the entertainment committee, recently stated that several of the members are inclined to an old fashioned basket dinner in some grove on a traction line entering the city and it is possible that one will be arranged. The wives and sweethearts of the club members will be asked to arrange for the luncheon.

A letter signed by George O. Worland, president and William S. Partington, secretary and treasurer of the Evansville Lumbermen's Club, has been sent to members of Congress in the Indiana delegation at Washington asking them to vote against the House Bill No. 11,599 known as the McArthur bill which seeks to make an eight-hour law in plants that manufacture lumber and lumber products. The letter points out that the bill is too much on the order of the I. W. W. proposition and that its passage would work a hardship on lumber manufacturers just at this time when there is a great scarcity of logs and when it is hard to get labor to carry on the industries of the country. The Indiana members in Congress are urged to work and vote against the measure.

— < LOUISVILLE > —

J. Van Norman and R. R. May of Louisville, representing the Southern Hardware Trade Association, Addison Brothers Company, Carrollton Manufacturing Company, and Scott Brothers Company of Carrollton, Ky., complainants, have filed formal complaint before the Interstate Commerce Commission, naming the Carrollton & Worthville Railroad Company, and thirteen other railroads. The complaint alleges that rates on lumber and articles taking lumber rates from south and southwestern points over lines named to Carrollton, are unjust and discriminatory in favor of other points. Through routes and joint rates are asked.

The Edward L. Davis Lumber Company has purchased a new Pierce Arrow truck, which has been sent South to aid in handling shipments of hardwood between the mills and yards to sidings for shipments to Louisville and other points. Teams are very scarce in the South, as is also labor, and the company believes that it can do its own trucking at considerable advantage.

W. A. McLean, president, and H. H. Barclay, secretary-treasurer, of the Wood-Mosaic Company, New Albany, Ind., have gone East, where they will spend about ten days. The company is adding some more dry kilns, and will have a total of fourteen when these are completed.

The Holly Ridge Lumber Company, Louisville, has taken over the second floor of the Chess & Wynona office building, 421 Avery street, and is converting it to a stairway leading to the office. It will be of quartered white oak, while all office fixtures, furniture, etc., will be of quartered red gum.

According to recent announcement at Hickman, Ky., the Mengel Box Company will shortly employ a number of women to aid in handling operations at its lumber plant at that point. It is stated that the company is now employing over 200 girls in its Louisville plant. Lockers, etc., are being installed at the Hickman plant, and arrangements have been made to furnish the girls with regulation hoozersalls.

The cost department of a local veneer concern is reporting out increased costs of production discovered that its labor today is costing forty-two per cent more than it did on October 1, 1917, while general costs of production have advanced thirty-five per cent over production cost on that date.

The Columbia spoke mills, Columbia, Ky., owned by E. G. Wethington,

We Are Prepared to Furnish

PROMPT SHIPMENT

on

OAK TIMBERS

Cut to

SPECIAL SIZES

Up to 16-Foot Lengths

JAMES E. STARK & CO., Inc.

HARDWOOD LUMBER

BAND MILLS

MEMPHIS, TENN., DYERSBURG, TENN.

VENEER MILLS

MEMPHIS, TENN.

were burned on May 21, the loss being \$6,000, without insurance. Columbia is inland and has poor fire protection, with the results that rates are prohibitive.

Pneumonia resulted in the death of Walter L. Gillette of Louisville, on May 27. Mr. Gillette was thirty-four years of age, and secretary-treasurer of the Louisville Oak Flooring Company, having for several years prior to that connection been with his father, W. H. Gillette, in the Gillette Manufacturing Company, manufacturer of hickory vehicle parts. The old vehicle plant was sold to the Pioneer interests of Piqua, O., about four years ago, following which the two Gillettes entered the flooring business.

The new wire bound box department of the Embury Box Company was placed in operation late in May. T. C. Howard of Chicago, being placed in charge of the department as manager. Mr. Howard has had a number of years experience in this line before coming to Louisville.

John Churchill, a two-year-old colt, named after John Churchill of the Churchill-Milton Lumber Company, recently went over at Churchill Downs race track, Louisville, paying \$31.80 for a \$2 ticket to win, \$9.10 to place, and \$3.50 to show. It was the colt's fifth attempt to become a winner.

News was received in Louisville on May 25, relative to a commission being handed to William Wymond, as first lieutenant, Aviation Service, Kelly Field, San Antonio, Tex. Mr. Wymond was with the Holly Ridge Lumber Company, and left that concern last fall to enter the service. He is a son of L. H. Wymond of the Chess & Wymond Company.

R. R. May, secretary of the Louisville Hardwood Club, and manager of the Louisville office of the Southern Hardwood Trade Association, has left on a six weeks' trip for the association through the South. F. H. Larson, of the Memphis office, has come to Louisville to hold down things in the meantime. A. A. Eagle, chief rate clerk, has succeeded Roy Browning in the office. Mr. Browning was recently drafted, reporting to Ft. Thomas, Ky., and later being transferred to Camp Jackson, S. C., where he is in the Field Artillery, as a private.

The Southern Hardwood Trade Association, Louisville branch, continues to grow, and reports acceptance of two new members, these being Charles H. Barnaby, Greenecastle, Ind., and the Shippen Lumber Company, of Keiser, Ark.

Edward Shippen, who is now devoting most of his time to the Shippen Lumber Company, of Keiser, Ark., recently arrived in Louisville in connection with his interests in the Louisville Point Lumber Company.

T. M. Brown of Louisville, who is chairman of the grading rules committee of the National Hardwood Lumber Association, is much pleased with the response that has greeted the movement to operate under one

set of grading rules. This has proven a popular measure, and it looks certain that the plan will be adopted at the annual meeting in Chicago. A. O. Davis, secretary-treasurer of the Southwestern Hardwood Manufacturers' Association, in a recent letter to the Louisville Lumbermen's Club, stated that the organization at a meeting in Houston on May 27, went on record as generally in favor of the plan of one set of uniform grading rules.

Raymond L. Stoy, who for some time has been with the New Albany Veneer Company, New Albany, Ind., has enlisted in the navy, and gone to the Great Lakes Naval training station.

Announcement was made at Lexington, Ky., on May 30, to the effect that the general sales office of the Turkey Foot Lumber Company would be moved to Huntington, W. Va., on June 1, and consolidated with the company's associate offices in that city. W. T. Schnauffer, president of the company, made the announcement. A local office will be maintained at Lexington, however.

—< ST. LOUIS —>—

The following telegram was sent on May 31 to W. C. Kendall, manager of the Car Service Section at Washington City, by the secretary of the St. Louis Lumber Exchange, which explains itself:

Association in meeting today, asks if you won't expedite embargo issued by Regional Director Smith, on lumber to points east of Pittsburgh, to enable us to make shipments prior to five-cent advance authorized by the Director General on orders already accepted. Will be big help to lumber industry both mills and retailers and save great amount of litigation. Signed, C. A. Pier, secretary St. Louis Lumber Exchange.

All members of Hoo-Hoo who wish to be present at a novelty dinner for members of the fraternity, should communicate with Miss Pearl Kinder, at the Hoo-Hoo office, who is the chairman of the committee on invitations for the event, set for June 13, at the Ridgecote Country Club.

This dinner will be conducted by a committee of Hoo-Hoo women, working under the direction of Stephen J. Gavin, the most noted bachelor Hoo-Hoo in St. Louis. Mr. Gavin was named to appoint a committee to be hostesses at this dinner, a year ago, at the "Ladies' Night" dinner at Elgard's when the success of that affair was fully appreciated. Mr. Gavin had the rest of the summer and all winter to think his way out of the situation that confronted him. He solved it several weeks ago by issuing invitations to a number of Hoo-Hoo women to dine with him at the Mercantile Club. Then and there he organized the committee that has been meeting at intervals. The members and special assignments of the committee are:

Chairman—Miss Julia Gavin,
Menu—Messames Geo. W. Funck and J. F. Judd.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Harris, McHenry & Baker Co.
LUMBER AND MILL WORK
 Elmira, N.Y.

November
 9th,
 1918.

Paepcke Light Lbr. Co.,
 Chicago,
 Ill.

Gentlemen:-

We are using your Red Gum lumber in the manufacture of our high class interior trim and general planing mill work.

This gum is giving excellent satisfaction, being highly graded, soft texture, good widths, and long lengths, also dry, straight and flat.

Respectfully,
 Harris, McHenry & Baker Co.

Dict.
 RMH/LG.

Of course it is true that

Red Gum

is America's finest cabinet wood—but

Just as a poor cook will spoil the choicest viands while the experienced chef will turn them into prized delicacies, so it is true that

The inherently superior qualities of Red Gum can be brought out only by proper handling

When you buy this wood, as when you buy a new machine, you want to feel that you have reason for believing it will be just as represented.

We claim genuine superiority for our Gum. The proof that you can have confidence in this claim is shown by the letter reproduced herewith.

Your interests demand that you remember this proof of our ability to preserve the wonderful qualities of the wood when you again want RED GUM.

Paepcke Leicht Lumber Company

CONWAY BUILDING 111 W. WASHINGTON ST.
 CHICAGO, ILL.

Band Mills: Helena and Blytheville, Ark.; Greenville, Miss.

Entertainment and music—Mesdames Julius Seidel, Charles Price, Arthur Goessling and Misses Vera Boodle and Bessie Judd.

Grounds—Mesdames Hallie Ball, Sidney S. May and Graut Glover.
 Invitations—Miss Perri Kinder and other members of the committee.
 Miss Kinder is also publicity agent, but she says that the entire proceedings of the committee are a "darker secret than the black cat," but the women promise all Hoo-Hoo who attend a better time than a concatenation, at least according to their views.

< BEAUMONT >

The Thompson-Tucker Lumber Company has sold to T. Hoffman Olsen and associates of New Orleans, 40,000,000 feet of hardwood stumpage in the bottom lands near New Willard, Texas, which is reputed to be one of the best tracts remaining in the state of Texas. The purchasers will erect a modern mill of small capacity to convert it into lumber.
 The Noxa Mills Company has completed the installation of a new carriage capable of cutting 52-foot lengths in its \$150,000 mill at Leesville, La., the mill starting up June 3. It had been closed down since May 1.

Timbers are in big demand in the hardwood trade, the oil fields adding substantial orders to the general trade which has been active for some time. Low-grade oak has been another feature and the demand has exceeded the visible supply.

The furniture trade has increased its inquiries and this demand is considered still more satisfactory through the fact that it is for stock items and does not take into account wagon parts which were undertaken by some of the furniture factories. Box factories are still active buyers and the condition of this class of trade is very satisfactory. A noticeable increase in the number of orders from railroads for car material, principally for repairs, has been in evidence and hardwood men expect this to continue indefinitely.

The fact that the ship building plants have all the labor they need may improve labor conditions at the plants. Some men who have left the sawmills in search of the higher wages being paid by the ship yards have found no jobs awaiting them and their return has discouraged others from leaving a certainty for a chance. Practically all of the ship yards have begun to launch ships and this causes a layoff until a new keel can be laid and the work carried to a point where larger crews can be worked to an advantage. The sawmills offer steady employment and some of those laid off go back to their old jobs where they can get in full time and enjoy cheap house rent.

The car situation which had begun to tighten up is reported more satisfactory. Attractive prices could be secured if deliveries were guar-

anteed before June 25, but the amount of orders on file and the uncertainty of the car situation makes this impossible. The rates which go into effect on that date will exceed the present Texas rates by more than \$1 a thousand.

< ARKANSAS >

The Ordnance Department is favorably considering the establishing of a wood alcohol plant at Biene, Clark county, Ark., according to recent reports from Washington, D. C. The plant, including equipment, will cost about \$2,000,000, and will require about eight months to complete. It will employ a force of 400 men to operate it when ready to run.

This proposed new industry for Arkansas is made probable through the efforts of J. G. Greene, a well-known and wealthy lumberman of Clark county. For seven years he has been working on plans to establish a plant of this kind in Arkansas, and about six months ago submitted his ideas to the Ordnance Department, which is now seriously considering the proposition. Mr. Greene proposes to erect and equip the plant with private capital and operate it as a private corporation, provided the government will guaranty at least two years market at the prevailing prices for the products. The machinery used in these plants is similar to that used in crosscutting plants, though more delicate and complicated. In the process only hardwoods, such as oak, hickory, gum and ash, are used. But all the trees, including tops and limbs, can be utilized. It is thought that the tops and limbs which have been wasted heretofore, and some that even now are lying in a partially decayed condition, can be made use of. Natural gas, transportation facilities and an abundant water supply are some of the advantages that are offered for locating the plant at Biene.

Work has been begun on the erection of the new government pierce acid plant in the Factoria addition to Little Rock. Machinery and material are arriving daily in car loads, and a large force of men is now employed in the preliminary work, which is progressing nicely. Recruiting of laborers is being done daily, and it is thought that within a few days from 2,000 to 3,000 men will be at work on the grounds and buildings. The railroad spur tracks are being repaired and extended.

The plant will occupy a 200-acre tract just east of Little Rock, and will be one of the show places of the state. The grounds have been carefully laid out by the landscape gardeners and architects, and provide for harmonious arrangement, beauty and attractiveness, as well as for efficiency and convenience. Orders were last week placed with local concerns for about a half million feet of lumber and a similar number of brick, about 1,500 kegs of nails and 5,000 barrels of cement.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

The Van Houten Lumber Company of Port Clinton, Ohio, has been organized and incorporated with Adam Van Houten as president, J. W. Frieschman as vice-president and F. Van Houten as secretary and treasurer. The company has succeeded to the Van Houten Mill Lumber Company which has operated at Forrest, Ohio, for approximately 25 years. Mr. Van Houten will be in active charge of the new Port Clinton business.

WISCONSIN

The Roddis Lumber & Veneer Company, Milwaukee, Wis., has undertaken a home construction camp, employing 100 employees. The first five residences are now under construction and 100 are followed by more when completed.

The Milwaukee Pattern & Mill Company, Milwaukee, Wis., has awarded contracts for the erection of a new saw mill and mill shop and storage vault addition, 48x74 feet, on the corner at Third and Loast streets. Considerable new equipment will be installed.

The L. Frellinger Wagon Works, Antigo, Wis., formerly the Antigo Wagon Works, was practically destroyed by fire ten days ago, with a loss of more than \$6,000. The insurance amounts to \$2,000. It probably will be rebuilt.

The Salfstad Pyropano Company, Eau Claire, Wis., is engaging in the manufacture of phonographs of its own design. For the present the contract for the cabinet work, assembling, etc., will be done by local wood-working concerns under contract. Later a plant will be erected. Edward J. Salfstad is general manager.

The J. S. Stearns Lumber Company placed its big sawmill at Washburn, Wis., in operation on Monday, June 10, and expects to run at maximum capacity until ice comes next fall. The working force numbers 150. The stock of logs is ample.

The Badger Box & Lumber Company, Grand Rapids, Wis., has purchased a lot of 500,000 feet of logs from G. H. Casbeer, who has just completed logging the Webb forty on South Eighth street in that city, acquired last fall.

The Central Wisconsin Loggers' Association held its quarterly meeting at Waunakee, Wis., on Friday, June 7.

The Jenkins Machine Company, Sheboygan, Wis., manufacturer of wood-working machinery, has taken over the entire woodworking machinery business of the Falls Motors Corporation, Sheboygan Falls, Wis., which needs its entire capacity for government work on gasoline engines. As the Falls Machine Company, the concern began to be widely known for its woodworking machinery and its reputation has been maintained ever since. The Jenkins company is about to erect a large two-story addition to its plant to accommodate the additional business.

The American Parlor Frame Company, Sheboygan, Wis., narrowly escaped the destruction of its plant by fire recently. In appreciation of the prompt and efficient work of the local fire department, the company has contributed \$25 to the firemen's pension fund.

Milton M. Benz, who recently disposed of his woodworking interests at Munising, Mich., to the Cleveland Cliffs Iron Company, has purchased a large tract of land from the Stack Lumber Company at Masonville, near Escanaba, and will build a new woodenware plant. The Stack company's mill at this point was destroyed by fire several weeks ago.

The Cream City Casket Company, Milwaukee, has broken ground for a three-story addition to its woodworking shop, 48x74 feet, which will cost \$25,000 with equipment and machinery. The plant is located at Thirty-second and Cherry streets.

The Bekholow Lumber Company, Conderay, Wis., has completed work on its new hardwood and hemlock mill, which is regarded as one of the finest in the country. Operations commenced May 24 with a force of 150 men. Night and day shifts of 10 hours each will be worked for an indefinite period, giving a daily output of 125,000 feet. The supply of logs on hand equals 14,000,000 feet, and sufficient standing timber is available to keep the mill busy from twelve to fifteen years. The logs are taken mainly from the Conderay Indian reservation.

The Union Manufacturing Company, Oconto Falls, Wis., operating a saw and planing mill and pulp plant, has disposed of its retail business to a new concern known as the Oconto Falls Lumber Company, so that it may devote its entire attention to its manufacturing activities.

The Holland Piano Manufacturing Company, Menomonie, Wis., sustained a heavy loss when a tornado partially wrecked a three-story building, containing the box factory and warehouse for veneers and completed knock-down piano cases. The windburst accompanying the storm badly damaged 250,000 feet of veneer; 360 piano cases, and much box-making machinery. The loss of \$25,000 or more is covered by tornado insurance. Rebuilding already is under way.

The Wisconsin Textile Manufacturing Company, Two Rivers, Wis., maker of spools, bobbins and other hardware products for the textile industry, has installed considerable new equipment and machinery to handle large government contracts for small hardwood articles.

The Nutt & Sweeney sawmill at Amberg, Marinette county, Wis., was threatened with destruction by fire which consumed practically the entire supply of logs, bolts and the cuts.

The American Toy Shop, Milwaukee, has been incorporated with a capital stock of \$35,000 to manufacture wooden toys and novelties. The incorporators are Andrew Bahr, Matt Wenz and Fred Goetz.

Brown Brothers Company

"Buttcut" Brand

HICKORY
Oak and Ash
Dimension Stock for
All Purposes

Gainesville and Gunntown Florida
Union & Planters Bank Bldg., Memphis, Tenn.

General Sales and Export Office
11 Broadway, New York City

Lenox Lumber

OAK
POPLAR
HARDWOODS

Soft
Texture
Perfect
Manufacture
Creamy
Grades

American Lumber & Mfg. Co.
PITTSBURGH, PA.



Have you seen any better Walnut logs than these?

THEY all grew right in Indiana where hardwoods have always held the choicest farm lands. The best growth of timber as well as the best yield of wood comes from good soil. The soundness of the log-ends shows that they fed on the fat of the land. My

Indiana Oak
comes from the same soil

CHAS. H. BARNABY
Greencastle, Indiana

The following stock is in excellent condition, ready for immediate shipment

5/4"	No. 2	Com. & Btr.	ASH	41,000*
5/4"	No. 2	Com. & Btr.	BEECH	27,000*
5/4"	No. 2	Com. & Btr.	BIRCH	250,000*
6/4"	No. 2	Com. & Btr.	BIRCH	225,000*
4/4"	No. 2	Com. & Btr.	SOFT ELM	76,000*
4/4"	No. 2	Com.	SOFT ELM	35,000*
3/4"	No. 1	Com. & Btr.	BIRCH	84,000*
4/4"	No. 1	Com. & Btr.	BIRCH	103,000*
6/4"	No. 2	Com. & Btr.	BIRCH	51,000*
8/4"	No. 2	Com. & Btr.	BIRCH	17,000*
4/4"	No. 3	Com.	BIRCH	51,000*
4/4"	No. 3	Com.	BIRCH	56,000*
4/4"	No. 1	Com. & Btr.	MAPLE	48,000*
4/4"	No. 1 & No. 2	Com.	MAPLE	273,000*
6/4"	No. 2	Com. & Btr.	MAPLE	216,000*
8/4"	No. 2	Com. & Btr.	MAPLE	10,000*
10/4"	No. 2	Com. & Btr.	MAPLE	24,000*
12/4"	No. 2	Com. & Btr.	MAPLE	25,000*
5/4"	No. 3	Com.	MAPLE	36,000*
4/4"	No. 2	Com. & Btr.	SOFT MAPLE	136,000*

IDEAL
HARDWOOD
SAWMILL



Are putting in pile every month two and one-half million feet of choicest Northern Michigan Hardwoods

Stack Lumber Company
Masonville, Michigan

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

The Stoughton Wagon Company, Stoughton, Wis., has completed several new dry kilns and made other extensions to its plant in order to accommodate government contracts for army wagons.

Wright Bros. Fond du Lac, Wis., manufacturers of boxes, will invest \$15,000 in factory additions, 50x130 feet in size and two stories high.

The volume of building permits issued at Milwaukee during the first five months of 1918 was \$2,808,994, distributed among 1,679 permits, compared with 1,351 permits and a value of \$5,193,954 in the same period of 1917. The decrease is \$2,384,964.

The village of Oshkosh, Ashland county, Wis., the seat of one of the largest mills of the J. S. Stearns Lumber Company, oversubscribed its quota of \$3,000 on the Third Liberty Loan by a huge percentage. The total subscription was \$106,000.

The Oconto Company, Oconto, Wis., was forced to close down its mill for several days late in May and early in June because of a strike. All men refused to come to work, demanding a flat increase of 50 cents a day. The Oconto and the Holt mills at Oconto had decided to make a voluntary advance of 25 cents a day, but the Oconto's workmen walked out before the increase could be announced.

The Ellis Lumber Company, Grand Rapids, Wis., lost its dry kilns by fire recently. Considerable lumber for the box factory department was pulled out of the kilns and saved. New driers will be built immediately.

The N. Ludington Company, Marinette, Wis., has elected J. Earl Morgan, Oshkosh, Wis., president to succeed the late Isaac Stephenson. Mr. Morgan and Daniel Wells Norris, Milwaukee, were elected directors to fill vacancies. A decision as to the future of the company will be made later. The Marinette mill is now making its last seasonal run.

The H. F. Below Lumber Company, formerly located at Stanley, Wis., has opened its new wholesale lumber office in the First National Bank building at Marinette, Wis., the future headquarters. Hiram F. Below is president and general manager.

A tract of 25,000 acres of cut-over timberland in northeastern Wisconsin has been acquired by a syndicate of prominent lumbermen, capitalists and other business men of Milwaukee, Chicago and other middle western cities for the establishment of a wild game preserve and breeding park. The group has incorporated as the Wisconsin Zoological Park Company, with a capital stock of \$200,000. Fred M. Stephenson, Chicago, formerly of Marinette; Gustav Pabst, Milwaukee, and other prominent people are interested. The park eventually will embrace 100 sections.

Cyrus C. Yawkey, a prominent lumberman of Wausau, Wis., has been commissioned major of the first battalion of the Tenth Regiment of the new Wisconsin State Guard, which supplants the National Guard while it is in federal service. Maj. Yawkey helped organize Company C, Wausau, last fall, and has served as its captain since that time.

W. H. Bissell, Wausau, Wis., has been elected president of the Rotary Club of that city. Mr. Bissell is prominent in the lumber industry, which he represents in the club's membership.

Fred J. Schroeder, secretary and treasurer of the John Schroeder Lumber Company, Milwaukee and Ashland, Wis., has been reelected treasurer of the Rotary Club of Milwaukee.

C. J. TeSelle, district attorney of Langlade county, Wisconsin, has become associated with the Henshaw-Wardner Lumber Company of Antigo, Wis., and will discontinue the practice of law. Mr. TeSelle has started to learn the business from the ground up and is now doing common labor in the mill in overalls.

The Hardwood Market

< CHICAGO >

The apparent abundance of cars bringing in shipments of hardwood lumber is the leading feature of the situation locally at present, this condition having been gradually developed of late weeks until now practically no complaints are heard as to quantity, at least, of car supply. Movements are not always so expeditious as might be desired but on the whole this feature has ceased to be one of as great concern as it was a number of months ago.

So far as the demand for hardwoods is concerned the factory trades and lines catering to building are still slack in their usual lines of commercial work, and more and more of them are going into war business. But even at that the call for hardwoods for regular commercial purposes is fairly satisfactory under present conditions. Prices are still very firm and altogether the situation is eminently satisfactory.

< BUFFALO >

The great difficulty with the lumber trade is the small amount of building and the difficulty of getting cars for any sort of transportation. As a rule there is more disposition to buy than the average lumberman can meet. The sawmills are so tired of waiting for the cars that they have orders for since last year that they are trying to cut out these orders entirely. This creates a panic among the wholesalers, for they say that they are held by the orders they have received from the consumers, and

If they cannot fill them they will sell some on the market. They lose a profit upon what they have shipped and they will not have to buy again at a higher price. Manufacturers are not in a position of order of a government rule's effect. They are in a position without a special order of a change in the attitude of the government.

In spite of the drawbacks to those who are not in demand for hardwoods generally and where the price of the goods they are able to get satisfactory prices. The commercial market is not the whole list and it is harder to single out the profitable ones. There is in the largest inquiry. This is a better state of affairs than it was a short time ago, when specialties were wanted in large quantities of any activity in most other kinds. War manufacturers are not taking stock in large quantities.

< PITTSBURGH >

The bright spots in the lumber business here are being hit hard by those concerns which have stock that is not in the position. In all these inquiries white oak is by far the best grade, both to the seller and for the profit taker. The supply of white oak, while not large, seems to be fairly equal to the demand and prices remain very stable. Country mills are having hard work to get enough help to produce anything like a normal output. In the meantime, manufacturers have had more lumber in stock in proportion to their needs than a few weeks ago as a result of the recent lifting of embargoes which dumped considerable lumber into the Pittsburgh district. Concerns which manufacture coal mining cars and other equipment and also steel mills in big industrial towns are strong buyers of good oak. Considerable is going to the general manufacturing trade also but very little to the yards. Chestnut and other hardwoods show little change in price. Demand is irregular and hard to cover in a satisfactory way. Yard trade everywhere is badly on the blink.

< BOSTON >

Hardwood dealers of this section are turning more than ever to strictly war orders as no relief has been afforded in transportation on commercial stock despite government assurances that such might be expected at a very early date. Most firms have a large number of old and new orders booked for the first shipping opportunity, but the factors of the 25% rate raise on June 25 and the price-fixing reports from Washington render the future maturing of this business very uncertain. Whether the railroad managers will enforce a certain process of securing authorizations or let matters rest until temporary embargo raisings are practical cannot be determined as both policies have been insisted in every report as being considered. A decision on this point is being sought, as either course taken as a definite program would assist in clearing up more or less unfilled orders. The strictly domestic demand is extremely light in the face of the current stiff prices and many conservative buyers are holding off until some indications are had of what the values will be laid down for either government or commercial stock or both.

< BALTIMORE >

That even the hardwood trade is getting more and more into the hands of concerns which have business with the government is frankly admitted by dealers as well as manufacturers. They find it more difficult to fill orders for private use because of the railroad situation and the labor problem, which is characterized by a growing scarcity of workers. That this state of affairs will become even more pronounced in the future than it has been in the past seems certain. Not only is private enterprise troubled by a shortage of workers that naturally grows out of the withdrawal of numerous men from ordinary pursuits, but the authorities are nailing the process by augmented checks upon all activities which can be regarded as non-essential. It may be argued that people can get along without new furniture for the duration of the war, and that the public must be satisfied with what it has; hence furniture factories can be closed or converted into establishments for the production of something else, which may not call for the use of lumber at all. With a general restriction of labor in prospect, and with the government preparing to establish a monopoly of all labor, which is to be preceded out as the authorities deem proper, the ground work is laid for a further contraction of the work of such establishments as use hardwoods, and the future movement of hardwoods becomes a matter of speculation. It follows that with any industry classed as non-essential, transportation facilities will be denied, so that it will be effectively prevented from operating. For the present the movement attains fair proportions, but the outlook is regarded as uncertain. Difficulty of making delivery and the impossibility of guaranteeing shipment make the calls of the intending buyers all the more urgent, and under the pressure thus created the tendency of prices is upward rather than downward. The quotations on all the woods are either firm or higher, and at that dealers take advantage of every opportunity to augment their holdings, calculating that the time of reduced selections will come and that the returns will be even larger than they are now. The export movement is reduced to very small volume, and the consumers frankly recognized in taking care of the wants of hardwood users abroad find themselves compelled to make radical readjustments in their business.

**Plain & Qtd. Red & White
OAK
AND OTHER
HARDWOODS**

Even Color Soft Texture

**MADE (MR) RIGHT
OAK FLOORING**

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

**The MOWBRAY
& ROBINSON CO.**

(INCORPORATED)
CINCINNATI, OHIO

Walnut
Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience
IN WALNUT ONLY
Prompt Shipment, and
Guaranteed Inspection

FRANK PURCELL
515 Dwight Building, KANSAS CITY, MO.

Swain-Roach Lbr. Co.

SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

1 car 6/4 Hard Maple; 3 cars 8/4 Hard Maple; 1/2 car 10/4 Hard Maple; 1/2 car 10/4 Soft Maple; 1/2 car 10/4 Plain Oak; 1/2 car 12/4 Plain Oak; 1 car 3/4 No. 2 com. Gum; 1 car 4/4 Log Run Quartered Sycamore; 1 car 3/8 lts and 2ds Plain Oak.

At Two Band Mills

STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT

Mutual Fire Insurance

Best Indemnity at Lowest Net Cost
Can Be Obtained From

- The Lumber Mutual Fire Insurance Company, Boston, Mass.
- The Lumbermen's Mutual Insurance Company, Mansfield, Ohio.
- The Pennsylvania Lumbermen's Mutual Fire Insurance Company, Philadelphia, Pa.
- The Indiana Lumbermen's Mutual Insurance Company, Indianapolis, Ind.
- The Central Manufacturers' Mutual Insurance Company, Van Wert, Ohio.

Northwestern Cooperage and Lumber Co.

GLADSTONE, MICHIGAN

Western Office: Mills at Gladstone and
516 Lumber Exchange, Minneapolis, Minn. Escanaba, Mich.
Chicago Office: 812 Monadnock Block

Manufacturers of the following

"PEERLESS" STANDARD BRAND PRODUCTS

Hardwood Flooring, Staves, Hoops, Heading
and Veneers, Hemlock Lumber, Lath, Shingles,
Posts, Poles and Ties, and Hemlock Tan Bark

The Tegge Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties

OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

< CLEVELAND >

Although there is comparatively little movement of hardwood into consuming channels with the turn of the month, the most significant feature of the Cleveland market now is the shortage of material. Little seems to be coming forward, and consequently offerings have been diminishing. Consumers, now acquainted with the fact that the material, while not actually higher in the last fortnight is really high priced all around, are not so keen in demanding hardwoods, but seem to be looking into other lumber for their needs. For this reason it is believed the kiln-dried stock, which is available in larger quantities than the regulation dry stock, is arousing greater buying interest. No one hardwood is wanted more than another. The principal outlet for maple and oak, building operations, is practically nil, not only because of the dearth of building loans, but the inability of striking carpenters and other union labor to come to an agreement with the employers. Other materials for interior trim are moving in an indifferent manner. The only other real outlet at the present time for the better grades of hardwood are the furniture and allied trades, and not much of that is going on. Indications for better outlet for the fine grades of hardwood are seen in the plans of the local airplane factories, which are promising to turn out one plane a day starting next fall, and meanwhile contracts for hardwoods, which will be used largely in this construction, are looked for through the usual government channels.

< COLUMBUS >

Hardwood trade in Ohio territory has ruled firm during the past fortnight. Buying on the part of factories is the best feature, although quite a few orders from retailers have been booked. Delay in shipments is the worst feature at this time. Prices are firm and prospects are for a continuation of the higher levels. The tone of the trade is generally good.

Factories making boxes and implements are still good customers, and there is a slight movement to accumulate stocks in order to guard against a future shortage. Concerns making furniture and vehicles are also buying in limited quantities. Embargoes on many of the southern roads are holding up deliveries and the greater part of the attention of shippers is taken up in tracing consignments. Retail stocks are only fair and some of the dealers are buying for both immediate and deferred delivery. Rural dealers are probably the best customers among the retailers.

Collections are not so good as formerly but that is explained because of the heavy income and excess profits taxes to be paid soon. Building operations are rather slow, excepting in rural sections where considerable construction work is going ahead. In the cities there is a great deal of remodeling and additions to factories. Quite a few of the larger jobs are held up under government restrictions.

Prices are firm and all recent advances have been maintained. Oak, both plain and quartered, is in good demand and prices rule firm. Chestnut is strong. Poplar is moving well, especially the lower grades. Ash and basswood are firm and other hardwoods are unchanged.

< INDIANAPOLIS >

There is considerably more activity in hardwood circles as a result of marked improvement in the transportation situation. The lifting of embargoes to eastern points and the arrival of a plentiful supply of cars for practically all purposes is enabling the trade to ship out its orders and to undertake new business enterprises. There has been a heavier movement of logs to the mills, many of which were beginning to run low. Now that logging cars are more plentiful an effort is being made to take full advantage of the improved condition.

Many Indiana hardwood manufacturers report orders so plentiful that they are able to choose their business. Collections have been slowed up somewhat, but this is believed to be the natural result of the period for the payment of local and federal taxes.

The demand is heavy in all departments. A shortage is reported in the lower grades of hardwoods used in the manufacture of boxes and crating. All grades of oak are in excellent demand, and the demand for walnut continues to be enormous.

The labor situation is constantly becoming more acute and the wages now being paid are the highest in the history of the trade. Many manufacturers are undertaking to train unskilled labor for positions in the mills. All industries, except those engaged in the filling of government contracts, are experiencing the same difficulties.

< EVANSVILLE >

There has been little or no change in the trade situation with the hardwood lumber manufacturers of southern Indiana, southern Illinois and northern Kentucky during the past two or three weeks. The up-town mills in Evansville are still running on good time and it is expected they will be able to maintain a steady schedule during the balance of the summer. The demand for the best grades of hardwoods remains firm. A manufacturer stated the other day that it had not been difficult all season to sell lumber but that the one thing that had handicapped the manufacturers most was the car shortage but this situation has improved a great deal during the past two or three weeks. Logs are coming in fairly well, although some of the manufacturers report that their supplies are running low. One large concern here is getting most of its logs now from southern Indiana and this enables the company to keep a large

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Eight words of ordinary length make one line. Heading counts as two lines.
No display except the headings can be admitted.

Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYEES WANTED

WANTED—AN EXPERIENCED

traveling hardwood lumber salesman. Advise territory. Must be first-class and able to produce results. Capacity \$8,000 daily.
CLIMAX LUMBER CO., LTD., Alexandria, La.

WANTED—WOODS AND PORTABLE

sawmill Superintendent for hardwood operation that will include getting out 100% poles, pulp wood, etc. Good proposition to right man, covering several years operation. Near Canadian Pacific Railway. Write fully, giving experience and reference. Address, "BOX 53," care HARDWOOD RECORD.

WANTED—MAN THOROUGHLY

familiar with hardwood grades, preferably a former inspector, who has also had some office experience, and capable of filling position in the shipping end of sales department in a large hardwood manufacturing enterprise. Address in own handwriting, with reference. Address, "BOX 60," care HARDWOOD RECORD.

WANTED—FIRST CLASS

hardwood lumber inspector. Salary \$125 per month. TALLAHATCHIE LBR. CO., Philipp, Miss.

EMPLOYMENT WANTED

HARDWOOD SALESMAN DESIRES

position. An experienced, high-grade salesman desires to represent in Philadelphia and surrounding territory southern manufacturer or large wholesale firm on a commission basis. Address, "BOX 48," care HARDWOOD RECORD.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEORGE W. HARTZELL, Piqua, Ohio.

LUMBER WANTED

KIND	THICK-NESS	GRADES
Poplar & Beech	1" to 2"	All
Maple	1" to 4"	All
White Ash	1" to 4"	No. 1 Com. and better

Write us what you have to offer.

BUFFALO HARDWOOD LUMBER CO.,
949 Seneca St.,
Buffalo, N. Y.

LUMBER WANTED

WANTED: Tough straight grain Hickory carload lots, 3/4" dowels 51 or 57", also 1"x1" 501 or 57" or 1" lumber from which to make these items.

Address "BOX 62," care HARDWOOD RECORD.

FOR GOVERNMENT WORK

The almost daily Bulletins of the Lumbermen's Bureau, 809 Munsey Bldg., Washington, D. C., contain rush inquiries for all character of Hardwoods for government departments and government contractors, with lists of new contractors, prices, etc.

WANTED

No. 3 common Oak, 8/4 green or dry; Oak Squares, 2x2x9, 1 1/2x2x19, 1 1/2x2x16, in large quantities. Write us. B. F. & R. P. Gravelly, Martinsville, Va.

MANUFACTURERS—TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.
R. H. CATLIN CO.
Equitable Bldg., Wilmington, Del.

WANTED TO BUY

Hard and soft wood Slabs and Edgings, 12", 16", 24", 30" and 48" for fuel wood. Also Charcoal. Write COVEY-DURHAM COAL CO., 431 S. Dearborn St., Chicago.

WANTED

1 or 2 cars oak or ash wagon poles. JOHN I. SHAFER HARDWOOD CO., South Bend, Ind.

WANTED FOR CASH

1 car 4x6-6" Oak axles.
2 cars 4" Ind., Ohio or Tenn. Oak.
2 cars 3" Ind., Ohio or Tenn. Oak.
JOHN I. SHAFER HDWD. CO., South Bend, Ind.

LUMBER FOR SALE

FOR SALE
50,000' 5/4" log run Elm.
100,000' 8/4" log run Elm.
100,000' 8/4" log run Soft Maple.
CHRISTMANN VENEER & LUMBER CO.,
3750 N. 2nd St., St. Louis, Mo.

ALFRED P. BUCKLEY

Lumber Commission

932 N. Broad St., Philadelphia, Pa.
Will cut to order 8 to 10 cars Locust in the log in New Jersey. Also Poplar and Sweet Gum in the log in sizes and lengths desired.

FOR SALE, 2,000 ACRE TRACT

Of white oak timber main line railroad thru property. Price \$22.50 per acre. Write B. E. PERKINS, Baton Rouge, La.

DIMENSION STOCK WANTED

WANTED TO BUY

5 cars 2x2-30" Clear Oak Squares.
5 cars 2x2-19" Clear Oak Squares.
5 cars 1 1/2x18"-19" Clear Oak Squares.
10 cars 1 1/2x12"-20" 40" Clear Oak Squares.
5 cars 1 1/2x2 1/2-5' clear Oak.
5 cars 1 1/2x2 1/2-5' clear Oak.
10 cars 1 1/2x2 and 2 1/2-40" clear Oak.

Write for orders to cut. We are always in the market.

THE PROBST LUMBER CO., Cincinnati, Ohio.

TIMBER LANDS FOR SALE

TEN TO TWO HUNDRED MILLION

As desired. Hemlock and Hardwood. Northern Wisconsin. No. Commissioner. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

WE OFFER FOR SALE—CHEAP

16,478 acres cut-over lands in a solid body in Pocahontas County, W. Va., facing on the Greenbrier River and well watered by numerous mountain streams. Ideally adapted to sheep raising and re-foresting. In one of the finest cattle and sheep raising sections of the East. Correspondence and examination solicited. MARYLAND LUMBER COMPANY, Denmar, W. Va.

DIMENSION STOCK FOR SALE

FOR SALE—WALNUT SQUARES

2x2, 2 1/2x2 1/2, 16 to 40", 1x6 to 7"-8 to 16", 1 & 2; 1 1/2" x up, 6" to 7", 1 & 2.
OSGOOD-CORSON LUMBER CO.,
Peoples Gas Bldg., Chicago, Ill.

SMALL DIMENSION OAK

Thoroughly dry, practically clear, 1"x1 1/2", also 1 1/2"x1 1/2" in 6' and 6' 6" lengths. THE DELPHOS BENDING CO., Delphos, O.

RAILWAY EQUIPMENT WANTED

WANTED—A 36" GAUGE

25 to 30-ton Climax Locomotive. Must be in good condition. KENTUCKY LUMBER COMPANY, Williamsburg, Ky.

MACHINERY FOR SALE

FOR SALE—SMITH ROLLER DRIER

72 ft. long, good condition, all right and necessary for sliced veneers, but we are now making sawed veneers only. Address "BOX 52," care HARDWOOD RECORD.

FOR SALE

Giddings & Lewis 8-ft. Band Mill, fully equipped. Now in operation. Immediate possession. First-class condition. Full description on request. Address, "BOX 64," care HARDWOOD RECORD.

FOR SALE

Saw and Planing Mill. Capacity 25,000 ft. Under one roof. Operated by the same power. Good location. Plenty of timber. CROCKETTS BLUFF LUMBER CO., Crockett's Bluff, Ark.

BUSINESS OPPORTUNITIES

FOR SALE—WOODWORKING PLANT

J. S. Harrison & Co.,
Addison, N. Y.

To settle the estate of the late James S. Harrison, senior and controlling partner, this business is offered at a low price. It consists of a small modern plant, well equipped. Employs 45 to 50 men. Established about 50 years ago and operated continuously since. In recent years devoted to hardwood specialties. Now operating to capacity with output sold six months in advance. Located in district of low priced labor. This is an exceptional opportunity to obtain a going, profitable business at a low price.

For information apply to
R. S. BROWN,
Pres. First National Bank,
Addison, N. Y.

FOR SALE AT GREAT SACRIFICE

Two manufacturing plants, one at Buffalo, N. Y., and one at Racine, Wis., each containing about 150,000 sq. ft. of floor space. Adaptable for wood or iron work. Fully equipped with sprinklers, steam power, wood and iron working machines. Racine plant has large laundry fully equipped. Can give immediate possession. If interested, communicate with M. H. Murphy, Manitowish, Wis.

ACCOUNTS, NOTES, CLAIMS
 Available anywhere in the world. No charge for collection. No advance fees. Home or foreign. **MAY'S COLLECTION AGENCY**, 500 Broadway, New York, N. Y.

MISCELLANEOUS

FOR SALE—AIRDALE PUPPIES
 One stock, also year old bitch. Price on application. Address: "BOX 61," care **HARDWOOD RECORD**.

Loose Leaf Tally Books

TALLY SHEETS WITH WATERPROOF LINES
Sample Sheets, Price List and Catalog of Other Supplies Will Be Sent on Request
FRANK R. BUCK & CO.
 203 Kenilworth Ave. CHICAGO, ILL.

HARDWOODS FOR SALE

ASH

NO. 2 C. 1 1/2". BARBOCK LUMBER CO., Pittsburg, Pa.
FAS. & NO. 1 C. 6 1/4". GAYOSO LUMBER CO., Memphis, Tenn.
NO. 1 C. 6 1/4". 4' & up, 10-16", 2 mos. dry. **FAS. 4 1/2" & 8 1/2", 10" & up, 10-16", 4 mos. dry.** MOWBRAY & ROBINSON CO., Cincinnati, Ohio.
NO. 2 C. & BTR. 4 1/2-16 1/2" dry, on grade. **NO. 1 C. & BTR. 1 1/4", 3" & up, white; COM. 10-14", 10" & up, hick, grade, white; BELLA-GRADE LUMBER CO., Memphis, Tenn.**
FAS 4 1/2" & 8 1/2" & 10 1/2" reg. with & lath. 1-3 mos. dry, firm texture. **WISCONSIN LUMBER CO., Chicago, Ill.**

BASSWOOD

FAS 6 1/2", NO. 2 C. 5 1/2" & 6 1/2" BARBOCK LUMBER CO., Pittsburg, Pa.
4 1/2" & 10 1/2", JACKSON & TINDLE, Grand Rapids, Mich.
NO. 2 C. & BTR. 4 1/4" & 5 1/4" NO. 1 C. & BTR. 6 1/2". MASON-DONALDSON LUMBER CO., Rhineclander, Wis.
NO. 1 & 2 C. 5 1/4" & up, 10-16 1/2", 8 mos. dry; LOG RUN 5 1/4", 4" & up, 10-16 1/2", 10 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

BEECH

HIGH grade 5/4, 6/4 & 8/4". JACKSON & TINDLE, Grand Rapids, Mich.
COM. & BTR. 6/4 & 8/4", 4" & up, 10-16 1/2", 6 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.
LOG RUN 5 1/2" reg. with & lath. 2-6 mos. dry. **SWAIN-ROACH LUMBER CO., Seymour, Ind.**

BIRCH

NO. 1 & BTR. 10/4, 12/4 & 16/4" JACKSON & TINDLE, Grand Rapids, Mich.
FAS. 4 1/2", good widths, 14-16 1/2" dry. **NO. 1 & BTR. 10/4 & 12 1/4"** good widths, 14-16 1/2", 6 mos. dry. **JONES HARDWOOD CO., Boston, Mass.**
NO. 1 C. 4 1/4" reg. with & lath. 1 1/2 yrs. dry, hand sawn. **J. M. LOGAN LUMBER CO., Knoxville, Tenn.**
NO. 2 C. & BTR. unsel. 4 1/4" **FAS. sel. red, 4 1/4"** **NO. 1 C. sel. red, 5 1/4"** **NO. 2 C. & BTR. 5 1/4"** MASON-DONALDSON LUMBER CO., Rhineclander, Wis.
NO. 1 C. & BTR. 4 1/4-16 1/4" reg. with, std. lath. 1-2 yrs. dry. **YEAGER LUMBER CO., Buffalo, N. Y.**

CHERRY

NO. 1 C. & BTR. 4 1/4" BARBOCK LUMBER CO., Pittsburg, Pa.

CHESTNUT

FAS & NO. 1 C. 4 1/4" BARBOCK LUMBER CO., Pittsburg, Pa.
NO. 1 C. 1 1/4-8 1/4" reg. with & lath. 1-2 yrs. dry. **BLAKESLEE, PERRIN & DARLING**, Buffalo, N. Y.
NO. 1 C. 6 1/2", 2 yrs. dry. G. ELIAS & BRO., Buffalo, N. Y.
FAS 4 1/4", 5" & up, 10-16 1/2", 4 mos. dry; LOG RUN 8 1/4", 4" & up, 10-16 1/2", 6 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.
NO. 1 C. & BTR. 4 1/4-16 1/4" reg. with, std. lath. 1-2 yrs. dry. **YEAGER LUMBER CO., Buffalo, N. Y.**

COTTONWOOD

BOX BDS. 1 1/2", both wide and narrow, NO. 1 C. 4 1/4". GAYOSO LUMBER CO., Memphis, Tenn.
NO. 1 C. & SEL. 1 1/4" reg. with & lath. 5 mos. dry, firm texture. **WISCONSIN LUMBER CO., Chicago, Ill.**

CYPRESS

ALL grades 4/4-12/4" reg. with, 14-16 1/2", 3 mos. dry. **MEMPHIS HARDWOOD FLOORING CO., Memphis, Tenn.**
LOG RUN 1 1/2" reg. with & lath. dry. **PENROD, JURDEN & McCOWEN, INC., Memphis, Tenn.**
SEL. 4 1/4" reg. with & lath. 6 mos. dry. **NO. 1 C. 1 1/4"** reg. with & lath. 4 mos. dry. **DECOY, 4 1/4"** reg. with & lath. 3 mos. dry. **NO. 1 & 2 C. 4 1/2"** reg. with & lath. 7 mos. dry. **WISCONSIN LUMBER CO., Chicago, Ill.**
NO. 1 SHOP & BTR. 4 1/4-16 1/4" reg. with, std. lath. 1-2 yrs. dry. **YEAGER LUMBER CO., Buffalo, N. Y.**

ELM—SOFT

LOG RUN 6/4-12/4" BELL-GRADE LUMBER CO., Memphis, Tenn.
LOG RUN 6 1/4" BLISS-COOK OAK CO., Hillsville, Ark.
FAS 10/4, 12/4 & 16/4" good widths & lath. 1 1/2 yrs. dry. **UTLEY HARDWOOD LUMBER CO., Hillsville, Ark.**
NO. 2 & BTR. 6/4, 5/4 & 8/4" JACKSON & TINDLE, Grand Rapids, Mich.
LOG RUN 1 1/4" and thicker, can cut to suit buyer. **J. M. LOGAN LUMBER CO., Knoxville, Tenn.**
NO. 2 C. 8/4 & 12/4" MASON-DONALDSON LUMBER CO., Rhineclander, Wis.
LOG RUN 12 1/4" reg. with & lath. dry. **PENROD, JURDEN & McCOWEN, INC., Memphis, Tenn.**
NO. 2 C. & BTR. 8/4 & 10 1/4" hone dry. **DELL-KAPPEL LUMBER CO., Memphis, Tenn.**
LOG RUN 8 1/4" reg. with & lath. 2-12 mos. dry. **SWAIN-ROACH LUMBER CO., Seymour, Ind.**
LOG RUN OR BY NO. 1 C. & BTR. 6/4-12/4" Sa stock. **UTLEY-HOLLOWAY CO., Chicago, Ill.**

ELM—ROCK

NO. 1 C. & BTR. 12/4", 1 yr. dry. G. ELIAS & BRO., Buffalo, N. Y.

GUM—SAP

NO. 2 C. & BTR. 4/4-8/4" BELL-GRADE LUMBER CO., Memphis, Tenn.
FAS 4 1/4" & 6 1/4" reg. with & lath. **NO. 1 C. & BTR. 8 1/4"** K.C. 1 yr. dry. **Geo. C. BROWN & CO., Memphis, Tenn.**
BOX BDS. 1 1/2", 1 1/4"-12" & 12-17" reg. lath. air-dried. **FAS 1 1/2"** reg. lath. air dried. **R. J. DAINNELL, INC., Memphis, Tenn.**
FAS & NO. 1 & 2 C. 5/8" **FAS & NO. 1 C. 1 1/4" & 5 1/4"** **BOX BDS. 4 1/4", 5-12"** **UTLEY-HOLLOWAY CO., Chicago, Ill.**
FAS 4 1/4", 6 1/4" reg. with & lath. 10 mos. dry. **BOX BDS. 4 1/4, 13-17"** reg. lath. 7 mos. dry. **WISCONSIN LUMBER CO., Chicago, Ill.**

GUM—PLAIN RED

NO. 1 C. & BTR. 4/4-8/4" BELL-GRADE LUMBER CO., Memphis, Tenn.
NO. 1 C. 4 1/4" BLISS-COOK OAK CO., Hillsville, Ark.

FAS 1 1/2", 12-17" reg. lath. air-dried. **R. J. DAINNELL, INC., Memphis, Tenn.**
FAS 1 1/2" reg. with & lath. dry. **NO. 1 C. 4 1/4" & 5 1/4"** reg. with & lath. dry. **PENROD, JURDEN & McCOWEN, INC., Memphis, Tenn.**
NO. 1 C. & BTR. 10 1/4", 1 1/2" reg. with & lath. 1 1/2 yrs. dry. **WISCONSIN LUMBER CO., Chicago, Ill.**

GUM—QUARTERED RED

NO. 1 C. & BTR. 14-12 1/2" **NO. 1 C. & BTR. 6 1/4" & 8 1/4"** std no def. **BELL-GRADE LUMBER CO., Memphis, Tenn.**
NO. 1 C. 1 1/4", 1 yr. dry. **Geo. C. BROWN & CO., Memphis, Tenn.**
FAS & NO. 1 C. 4 1/4" reg. lath. air-dried, plain wood. **R. J. DAINNELL, INC., Memphis, Tenn.**
COM. & BTR. 6/4, 8/4 & 10 1/4" **COM. & BTR. unsel. 4 1/4-10 1/4" & 12 1/4"** **DELL-KAPPEL LUMBER CO., Memphis, Tenn.**
COM. & BTR. 4 1/4" ran. with & lath. 8-12 mos. dry, shod bids. highly fig. **LOUISVILLE VENEER MILLS, Louisville, Ky.**

GUM—TUPELO

NO. 1 C. BOX BDS. 4/4, 9-12", 13-17" reg. lath. 6 mos. dry. **J. M. LOGAN LUMBER CO., Knoxville, Tenn.**

GUM—MISCELLANEOUS

FAS 4 1/4", 12" & up; BOX BDS. 4 1/4" both wide and narrow. **GAYOSO LUMBER CO., Memphis, Tenn.**

HICKORY

NO. 1 C. & BTR. 4 1/4" BARBOCK LUMBER CO., Pittsburg, Pa.
LOG RUN 8 1/4" reg. with & lath. green. **SWAIN-ROACH LUMBER CO., Seymour, Ind.**

LOCUST

LOG RUN 4 1/4" BARBOCK LUMBER CO., Pittsburg, Pa.

MAHOAGNY

FAS, NO. 1 C. SHORTS & WORMY, 1/2-16 1/4" plain & figured, Mexican & African. **HUPSTON-MATSH MAHOAGNY CO., Chicago.**

MAPLE—HARD

FAS 1 1/4" BARBOCK LUMBER CO., Pittsburg, Pa.
NO. 1 C. & BTR. 4 1/4" & 5 1/4" reg. with & lath. sap two sides & mos. dry. **BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.**
NO. 1 C. 8 1/4" & 12 1/4" good with & lath. dry. **HUPSTON-MATSH MAHOAGNY LUMBER CO., Buffalo, N. Y.**
NO. 1 C. 12 1/4", 1 yr. dry. G. ELIAS & BRO., Buffalo, N. Y.
HIGH grade 5/4, 8 1/4, 10 1/4, 14 1/4 & 16 1/4" **NO. 3 C. 5 1/4" END DRIED, white, 4 1/4, 5 1/4, 6 1/4 & 8 1/4"** JACKSON & TINDLE, Grand Rapids, Mich.
ACTION 5 1/4", 14-16" dry. **JONES HARDWOOD CO., Boston, Mass.**
LOG RUN 1 1/4" thicker, can cut to suit buyer. **J. M. LOGAN LUMBER CO., Knoxville, Tenn.**
FAS & NO. 1 C. & BTR. 4/4-10 1/4" **NO. 1 & 2 C. 6 1/4"** **NO. 3 C. 8/4"** MASON-DONALDSON LUMBER CO., Rhineclander, Wis.
LOG RUN 12 1/4" reg. with & lath. dry. **PENROD, JURDEN & McCOWEN, INC., Memphis, Tenn.**

All Three of Us Will Be Benefited if You Mention **HARDWOOD RECORD**

HARDWOODS FOR SALE

NO. 1 C. & BTR. 12 1/2", reg. width, & lgth. green; NO. 1 C. 8 1/2", reg. width & lgth. SWAIN-ROACH LUMBER CO., Seymour, Ind.
FAS 4 1/2 4", reg. width, std. lgth. 1-2 3/8 dry. YEAGER LUMBER CO., Buffalo, N. Y.

MAPLE—SOFT

NO. 2 C. 8 1/2", MASON-DONALDSON LUMBER CO., Buffalo, N. Y.
NO. 2 C. & BTR. 3 1/4, 6 1/4 & 8 1/4", RIEL-KADEL LUMBER CO., Memphis, Tenn.
LOG RUN 4 1/4 & 1 1/2", spot worms to def., 50 stock. UTLEY HOLLOWAY CO., Chicago, Ill.
LOG RUN 6 1/4 & 8 1/4", reg. width & lgth., 2-3 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

OAK—PLAIN RED

NO. 1 C. & BTR. 3 1/4", good widths, 14-16", 2 yrs. dry; NO. 1 C. 3 1/4", good widths, 14-16", 2 yrs. dry; ATLANTIC LUMBER CO., Buffalo, N. Y.
NO. 2 C. & BTR. 3 1/4 & 4 1/4", BELLGRADE LUMBER CO., Memphis, Tenn.
FAS 10 1/2", reg. width, & lgth., 3-15 mos. dry. BLAKESLEE, FERRIN & DARLING, Buffalo, N. Y.
NO. 1 & 2 C. 4 1/4", 11 mos. dry; NO. 1 C. 5 1/4", 8 mos. dry. GEO. C. BROWN & CO., Memphis, Tenn.

FAS 12 1/2", good widths, & lgths., 5 mos. dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
NO. 1 C. 12 4-22 1/4", 5-8", reg. lgth., air-dried. R. J. DARNELL, INC., Memphis, Tenn.
NO. 1 C. 9 1/2", 15 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.

FAS 3 1/4 & 5 1/4", reg. width, 14-16", 8 mos. dry; NO. 1 C. 4 1/4", reg. width, 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.
NO. 1 C., NO. 2 C. & FAS 4 1/4", reg. width, 14-16", 8 mos. dry. MEMPHIS HARDWOOD FLOORING CO., Memphis, Tenn.
FAS 4 1-8 1/4", 6" & up, 10-16", 1 yr. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

NO. 1 C. & NO. 2 C. 4 1/4"; **FAS & NO. 1 C.** 5 1/4" & **NO. 1 C.** 10 1/2", reg. width, & lgth., 3-15 mos. dry. PENROD, JURDEN & McCOWEN, INC., Memphis, Tenn.
FAS & NO. 1 C. 4 1/4 & 5 1/4", reg. width, & lgth., 3 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

NO. 1 C. & BTR. 4 1/4-16 1/4", reg. width, std. lgth., 2-12 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4 1/4", BLISS-COOK OAK CO., Blissville, Ark.
NO. 1 C. 4 1/4 & 6 1/4", KRAETZER-CURED LUMBER CO., Memphis, Tenn.

OAK—PLAIN WHITE

NO. 1 C. & BTR. 4 1/4, 5/4 & 10 1/4", good widths, 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.
NO. 2 C. & BTR. 4 1/4", BELLGRADE LUMBER CO., Memphis, Tenn.
NO. 1 C. 4 1/4", reg. width, & lgth., 1-2 yrs. dry. BLAKESLEE, FERRIN & DARLING, Buffalo, N. Y.

FAS 1 C. 5 1/4", 6 mos. dry. GEO. C. BROWN & CO., Memphis, Tenn.

FAS 12 1/2", good widths, & lgths., 8 mos. dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 2 C. 5 1/4", 3-8", reg. lgth., air-dried. R. J. DARNELL, INC., Memphis, Tenn.
NO. 1 C. 4 1/4", 1 yr. dry. G. ELIAS & BRO., Buffalo, N. Y.

FAS, NO. 1 C. & NO. 2 C., all 4 1/4", reg. width, 14-16", 1 yr. dry; **NO. 1 C. & BTR.** 5 1/4", reg. width, 11-16", 8 mos. dry. MEMPHIS HARDWOOD FLOORING CO., Memphis, Tenn.
FAS 3 1/4", reg. width, 14-16", 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.
FAS 4 1-8 1/4", 6" & up, 10-16", 8 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

FAS & NO. 1 C. 5 1/4 & 8 1/4"; **NO. 2 C.** 4 1/4"; **COM. & BTR.** 12 1/4", all reg. width & lgth., dry. PENROD, JURDEN & McCOWEN, INC., Memphis, Tenn.

NO. 1 C. & BTR. 4 1/4-16 1/4", reg. width, std. lgth., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED WHITE

NO. 1 C. 3-7 1/4", good widths, 14-16", 2 yrs. dry; ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 1 C. 1 1/4", & up, BLISS-COOK OAK CO., Blissville, Ark.

CLR. STRIPS 4 1/4", 1", reg. lgth.; **NO. 1 C.** 4 1/4", reg. width, 11-16", 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.
CLR. STRIPS 4 1/4", 1", & up, 10-16", 1 mo. dry. AIRPLANE grade 5" & up, 10-16", 6 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

FAS & NO. 1 C. 4 1/4", reg. width, & lgth., dry; **CLR. & COM. STRIPS** 4 1/4", 1", reg. lgth., dry. PENROD, JURDEN & McCOWEN, INC., Memphis, Tenn.

NO. 2 C. 1 1/4", & up, **NO. 1 C.** 1 1/4, 2 1/4 & 5 1/4", 4 1/4, 1 1/2 & 3 1/4"; **CLR. STRIPS** 4 1/4", 2 1/2-5 1/4", RUSSE & BURGESS, INC., Memphis, Tenn.
CLR. STRIPS 4 1/4", 1", reg. lgth., 3 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

OAK—MISCELLANEOUS

NO. 1 C. & BTR. 10 1/2" & white, 12 1/2", kiln-dried, 10 1/4 & 12 1/4", 8 mos. dry; 10 1/4 & 12 1/4", 4 mos. dry; 10 1/4 & 12 1/4", 2 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.

FAS 1 1/4, 4 1/4 & 10 1/4", reg. width & lgth.; **FAS** 2 1/2", reg. width & lgth., dry. SWAIN-ROACH LUMBER CO., Memphis, Tenn.

NO. 1 BRIDGE PLK., mixed, 5 1/4 & 12 1/4", UTLEY HOLLOWAY CO., Chicago, Ill.

PECAN

LOG RUN 6 1/4 & 8 1/4", BELLGRADE LUMBER CO., Memphis, Tenn.
LOG RUN 8 1/4", 2 mos. dry. GEO. C. BROWN & CO., Memphis, Tenn.

POPLAR

NO. 1 C. 4 1/4", good width, 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.
NO. 1 C. 4 1/4", 2 yrs. dry. BABCOCK LUMBER CO., Pittsburgh, Pa.

NO. 1 C. 6 1/2" squares, 2 yrs. dry. G. ELIAS & BRO., Buffalo, N. Y.
NO. 1 C. 4 1/4", 7" & up, reg. lgth., 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.
COM. & BTR. 5 1/4 & 1 1/4", ran. width & lgth., 6-8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 10 1/2 1/4 & 16 1/4", 6" & up, 10-16", 2 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

FAS 4 1/4", 12" & up; **SAP & SEL.** 4 1/4", 12" & up; **NO. 1 C.** 4 1/4 & 5 1/4", **NO. 2 C.** 4 1/4", all 14 & 16", 8 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

NO. 1 C. & BTR. 5 1/2-16 1/4", reg. width, std. lgth., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

SYCAMORE

LOG RUN 4 1/4", 4" & up, 10-16", 6 mos. dry. MOWBRAY & ROBINSON CO., Cincinnati, Ohio.

WALNUT

NO. 2 C. 4 1/4", reg. width & lgth., BLAKESLEE, FERRIN & DARLING, Buffalo, N. Y.
NO. 1 C. 4 1/4", 2 yrs. dry. G. ELIAS & BRO., Buffalo, N. Y.

FAS & NO. 1 C. 5 1/4-8 1/4", very dry. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.
COM. & BTR. 4 1/4" ran. width & lgth., 6-8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

VENEER—FACE

GUM—RED

QTD. FIG'D., any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.
QTD. FIG'D., any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.
QTD. FIG., any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOAGNY

Any thickness. THE DEAN-SPICKER CO., Chicago, Ill.

PLAIN & FIGURED. 1 2x to 1 3/4", Mexican and African. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwood rotary cut any thickness, any size. PENROD, JURDEN & McCOWEN, Memphis, Tenn.

OAK—PLAIN

FAS. RED. 1 5/8", 6" & up, 12 to 16", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

SWD. 1 2x-1 4". HOFFMAN BROS. CO., Ft. Wayne, Ind.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE. any thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

FAS. WHITE. 1 5/8", 6" & up, 12 to 16", kiln dried. **FAS. WHITE.** 1 2x-1 1/2x, 6" & up, wide, 8" & up long, kiln dried, sawed. EVANSVILLE VENEER CO., Evansville, Ind.

SWD. 1 2x-1 4". HOFFMAN BROS. CO., Ft. Wayne, Ind.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

CLEAR 1 5/8", 12 to 16", 1 1/4", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.
 ANY thickness, any size, rotary, **QTD.** cut or sliced. PENROD WALNUT & VENEER CO., Kansas City, Mo.

WALNUT

ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.
 1 7/8-1 1/4", HOFFMAN BROS. COMPANY, Ft. Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
COM. & BTR. KY. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.
ANYTHING in walnut veneers, pl. & fig'ty, run and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

BIRCH

STOCK SIZES. 1 1/4, 5/16 & 3/8", good 18 and 28. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOAGNY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
STOCK SIZES. 1 1/4, 5/16 & 3/8", good 18 and 28. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
PL. & QTD. 1 1/4, 5/16 & 3/8", stock sizes, good 18 and 28. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

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Huddleston's Marsh, Mahogany Co. 11	

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Shaw, J. W., Lumber Co. 12	
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Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

Utley-Holloway Company

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Manufacturers and Wholesalers

Southern Hardwoods
and Yellow Pine

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CHICAGO

COUNTERFEIT CHECKS

are frequent except where our

Two Piece
Geometrical
Carter Coin

is in use, then
counterfeits isn't
possible.
Sample if you
ask for it.

S. D. CHILDS
& Co.
CHICAGO

We also make Tim.
Checks, Stencils and
No. Numbers



→ For Greatest Range of Uses ←

and

Easiest Handling

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Hoosier Self Feed Rip Saw. This machine has earned thousands of dollars for owners in the manufacture of dimension lumber, crating, etc., because its entirely novel design, resulting in surprising ease of operation and adaptability, makes possible a profit where a loss is often expected in this work. The

Hoosier Self-Feed Rip Saw

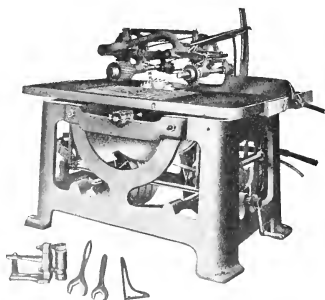
has a positive and powerful feed which handles the heaviest material as readily as the lightest.

The table, raised and lowered with the crank in front of the machine, is always level—always securely locked.

The Hoosier rips anything up to 6 inches thick and 17 inches wide. It feeds 35, 75, 100 or 150 feet a minute.

Manufactured exclusively by

The SINKER-DAVIS COMPANY
INDIANAPOLIS, INDIANA



The "HOOSIER," the rip saw which makes profitable dimension manufacture and grade roofing at the mill possible. Hundreds of users already—you will be another if you will let us tell you all about it.—Will you?

J. RAYNER CO.
INCORPORATED

VENEERED PANELS

ALL WOODS

SEND FOR STOCK LIST

MAHOGANY LUMBER
CARROLLS AVE. AND HULLMAN ST.
CHICAGO

A floor to adore



For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company
22nd and Throop Sts., CHICAGO, ILL.

We Offer for May Shipment

45,000' 4/4 No. 1 C. & B. End Dried White Maple
45,000' 8/4 No. 1 C. & B. End Dried White Maple
40,000' 5/4 No. 1 C. & B. End Dried White Maple
60,000' 6/4 No. 1 C. & B. End Dried White Maple
150,000' 1x6" up No. 1 C. & B. Hard Maple
200,000' 4/4 to 16/4 No. 2 C. & B. Soft Elm
40,000' 4/4 No. 2 C. & B. Birch
113,000' 8/4 No. 2 C. & B. Beech

Write us for prices today

East Jordan Lumber Co.
Manufacturers "IMPERIAL" Maple Flooring
East Jordan Michigan

SAVE YOUR MONEY BY USING THE

RED BOOK Published semi-annually in February and August

It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also operated and the same is open to you. Write for terms.

Lumbermen's Credit Association Estab. 1878
608 So. Dearborn Street CHICAGO Mention This Paper 55 John Street NEW YORK CITY

Helping to "Lick the Kaiser" with Grand Rapids Vapor Kilns

Grand Rapids Kilns are "doing their bit" in every line of service, drying lumber for every war purpose. They are meeting every government requirement and specification.

Airplanes

Standard Airplane Corp., Elizabeth (2 orders).....	8
Fisher Body Corp. (Airplane Div.) Detroit (2 orders).....	12
U. S. Aircraft Repair Shops "Somewhere in France".....	2
American Propeller & Mfg. Co., Baltimore.....	4
U. S. Airplane Experimental Dept., McCook Field, Dayton.....	4

Shipbuilding

Wm. Cramp & Sons Ship and Engine Building Co., Philadelphia.....	2
Detroit Shipbuilding Company, Detroit.....	3
American Balsa Corp., New York City, Life Rafts, (2 orders).....	6

Motor Trucks

Packard Motor Car Company, Detroit.....	14
Pierce Arrow Motor Company, Buffalo.....	4
Republic Motor Truck Co., Alma (3 orders).....	6

Vehicle Makers

Thornhill Wagon Co., Lynchburg, Va. (2 orders).....	12
Massey-Harris Company, Toronto, Ont. (2 orders).....	8
Bain Wagon Company, Ltd., Woodstock, Ont.....	7

Railroad Cars

Canadian Car & Foundry Co., Montreal and Ft. William.....	13
American Car & Foundry Company, St. Louis.....	2
Eastern Car Company, New Glasgow, N. S.....	10

General

Remington Arms & Ammunition Co., Hion (2 orders).....	23
H. Dinsion & Sons, Inc., Philadelphia (2 orders).....	6
Eastman Kodak Company, Rochester.....	8

Not only have the above kilns been designed and built for war work, but hundreds of other Grand Rapids Vapor Kilns have been diverted from their peaceful pursuits and devoted to war work. Representatives cheerfully sent to confer on such problems.

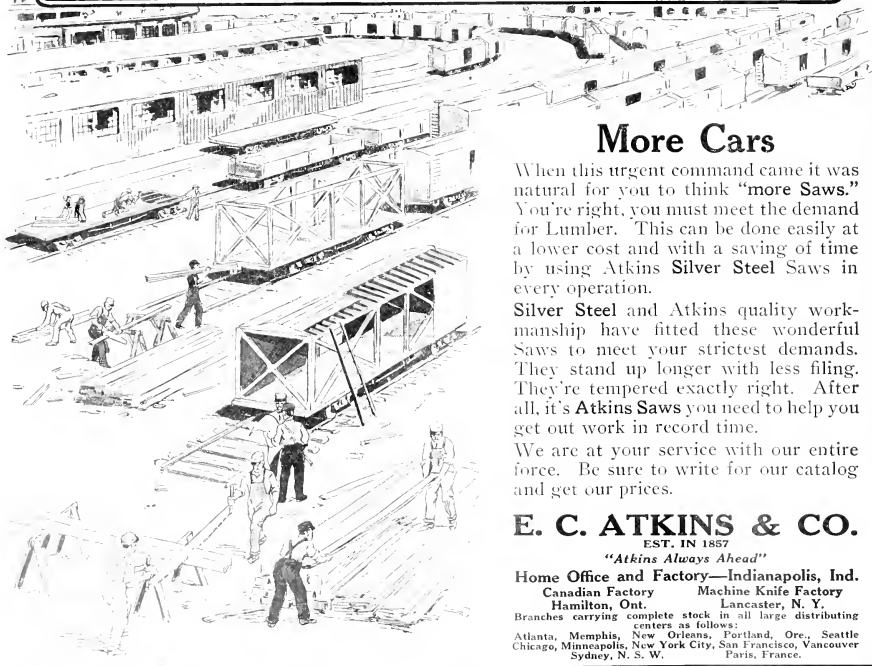
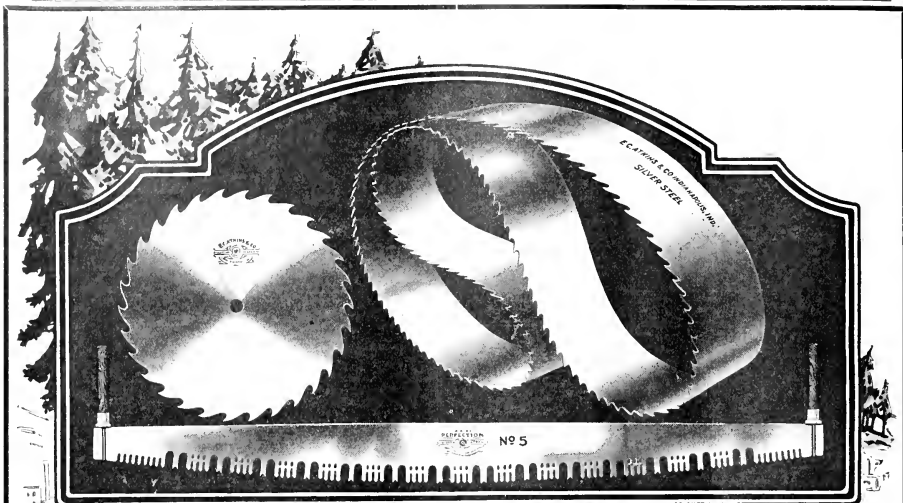
We build not only the well-known Grand Rapids Vapor Kilns, but also the Tiemann Kiln and the Grand Rapids-Tiemann Combination Kiln, possessing the best features of both processes.

Submit your drying problem to experts who make a specialty of kiln design, and are prepared to furnish and install all equipment and instruments.

Grand Rapids Veneer Works

Main Office,
Grand Rapids, Michigan

Seattle, Washington
580 First Avenue, South



More Cars

When this urgent command came it was natural for you to think "more Saws." You're right, you must meet the demand for Lumber. This can be done easily at a lower cost and with a saving of time by using Atkins Silver Steel Saws in every operation.

Silver Steel and Atkins quality workmanship have fitted these wonderful Saws to meet your strictest demands. They stand up longer with less filing. They're tempered exactly right. After all, it's Atkins Saws you need to help you get out work in record time.

We are at your service with our entire force. Be sure to write for our catalog and get our prices.

E. C. ATKINS & CO.

EST. IN 1857

"Atkins Always Ahead"

Home Office and Factory—Indianapolis, Ind.

Canadian Factory

Hamilton, Ont.

Machine Knife Factory

Lancaster, N. Y.

Branches carrying complete stock in all large distributing

centers as follows:

Atlanta, Memphis, New Orleans, Portland, Ore., Seattle

Chicago, Minneapolis, New York City, San Francisco, Vancouver

Sydney, N. S. W. Paris, France.

Don't take Chances



ONCE a man thought there *ought* to be a bridge where there was none. Because the way promised a saving in time and gas over the sure route he took a chance without stopping to investigate. He got results all right!

There are always safe ways to get there—as much so in buying hardwoods as in anything else. Just follow the mile posts that lead you straight to “Wis Quality Southern Hardwoods.” They are plainly and frankly inscribed with the principles from which our organization never deviates, including straight National grades with *every board in*; rigid adherence to the *buyer's* instructions; a constant study of methods and practice to bring about a more perfect product. We emphasize again that all our lumber comes from our own St. Francis Basin timber and is cut (25,000,000 feet a year) on our big, modern mill at Deering, Mo. The common sense construction of the Deering yard makes uneven drying impossible.

See our offerings in this month's “*New Idea Stock List*.”

Sincerely,

WISCONSIN LUMBER CO

CHICAGO, ILL.
MILWAUKEE, WISCONSIN

WIS

STIMSON'S MILLS

Four organizations with the single purpose of meeting the wants of the most scrupulous buyer of all domestic hardwoods—

Indiana & Southern Hardwood Lumber and Rotary Veneer

J. V. STIMSON, Huntingburg, Indiana
STIMSON VENEER & LUMBER CO.
Memphis, Tennessee

J. V. STIMSON HARDWOOD CO.
Memphis, Tennessee, & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of
SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

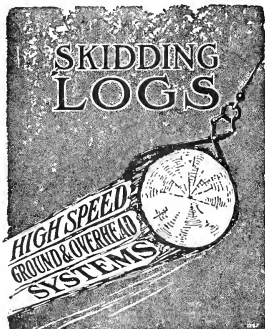
The Following Is a List of a Few of the Items We
Now Have in Stock:

Dry, Ready for Prompt Shipment

COTTONWOOD		OAK	
4 Cars 1" Boxboards, 13" to 17"		5 Cars 1" FAS. Red	
3 Cars 1" Boxboards, 8" to 12"		2 Cars 1" FAS. White	
4 Cars 1" FAS., 2" to 12"		2 Cars 1 1/2" No. 1 C. & Btr. Red	
5 Cars 1" No. 1 Common		5 Cars 1" No. 1 Com. Red	
5 Cars 1 1/2" No. 1 Common		2 Cars 1" No. 1 Com. White	
4 Cars 1" No. 2 Common		5 Cars 1" No. 2 C. Red & White	
2 Cars 1 1/2" No. 2 Common		2 Cars 2 1/2" No. 1 Com. & Btr. Plain Red Oak	
3 Cars 2" FAS.		2 Cars 3" No. 1 Com. & Btr. Plain White Oak	
GUM		5 Cars 2" Log Run Elm	
6 Cars 1" FAS. Sap		5 Cars 1" Log Run Elm	
5 Cars 1 1/2" FAS. Sap		3 Cars 1 1/2" Log Run Elm	
3 Cars 1 1/2" FAS. Sap		4 Cars 1 1/2" Log Run Elm	
6 Cars 1" No. 1 Common		3 Cars 2" Log Run Maple	
5 Cars 1" No. 2 Common		2 Cars 12/4" Log Run Maple	
2 Cars 1 1/2" FAS. Red		2 Cars 6/4" Log Run Maple	
2 Cars 1 1/2" FAS. Red		2 Cars 5/4" Log Run Maple	
1 Car 1 1/2" No. 1 Common		3 Cars 1" No. 1 Com. & Btr. Sycamore	
3 Cars 2" FAS. Qtd. Red		5 Cars 1" No. 2 & No. 3 Com. Sycamore	
2 Cars 2" No. 1 Com. Qtd. Red		2 Cars 2" Select & Better Cypress	

Our stock is manufactured from a nice class of timber and therefore runs to nice grade and extra good widths and lengths.

We solicit your request for delivered prices



Our Overhead Systems with Interlocking Engine Drums skid both uphill and downhill; reduce wear on main cable

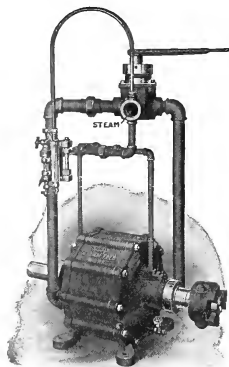
Write for particulars

LIDGERWOOD MFG. CO.

Originators of Overhead and Ground Steam Logging Machinery

Chicago 96 Liberty St., New York Seattle

New Orleans: Woodward, Wight & Co., Ltd. Canada: Canadian Allis-Chalmers, Ltd., Toronto



SOULE Steam Feed

Designed for the sawmill by a millman.

It will not use excessive steam and gives instant and positive control.

Our prices are actually, not relatively, low.

It has positively increased capacity from 10 to 50 per cent

SOULE STEAM FEED WORKS
MERIDIAN, MISS.

DRUM OUTFITS, STACKERS, POWER TIMBER HANDLERS,
LATHES, DOGS AND OTHER MILL EQUIPMENT

Hardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, JUNE 25, 1918

Subscription \$2.
Single Copies, 15 Cents.

DUDLEY LUMBER CO., Inc.

ASH

LATEST LIST OF STOCK FOR SALE

MEMPHIS YARD WHITE ASH

4-4x6-9 in., 8-16 ft. 1s & 2s	13,500 feet
4-4x10 in., 5-16 ft. 1s & 2s	3,700 feet
4-4 No. 1 Common	15,003 feet
5-4x6-9 in., 8-16 ft. 1s & 2s	19,000 feet
5-4x10 in., 8-16 ft. 1s & 2s	5,500 feet
5-4x6-9 in., 14-16 ft. Sel.	6,000 feet
5-4 No. 1 Common	23,000 feet
5-4x2 ¹ / ₂ -5 ¹ / ₂ in. C. F. Strips	14,000 feet
6-4x6 to 9 in., 8-16 ft. 1s & 2s	12,000 feet
6-4x10 in. and up, 8-16 ft. 1s & 2s	10,700 feet
6-4x12 in. and up, 8-16 ft. Sel.	11,500 feet
6-4x10 in. and up No. 1 Common	42,000 feet
6-4x2 ¹ / ₂ -5 ¹ / ₂ in. C. F. Strips	13,000 feet
6-4 No. 1 Common	98,000 feet
6-4 No. 2 Common	23,000 feet
8-4x6 to 9 in., 8-16 ft. 1s & 2s	13,000 feet
8-4x10 in. and up, 8-16 ft. 1s & 2s	30,600 feet
8-4x12 in. and up, 8-16 ft. 1s & 2s	4,800 feet
8-4x12 in. and up, 14-16 ft. Sel.	5,000 feet
8-4x2 ¹ / ₂ -5 ¹ / ₂ in. C. F. Strips	4,800 feet
8-4 No. 1 Common	25,000 feet
8-4 No. 2 Common	17,000 feet
10-4x6 in. and up, 8-16 ft. 1s & 2s	9,700 feet
10-4 No. 1 Common	17,500 feet
12-4x6 in. and up, 8-16 ft. 1s & 2s	12,700 feet
12-4x12 in. and up, 8-16 ft. 1s & 2s	36,000 feet
12-4x12 in. and up, 8-16 ft. Sel.	6,000 feet
12-4 No. 2 Common	3,500 feet
16-4x6 in. and up, 8-16 ft. 1s & 2s	10,500 feet
16-4x12 in. and up, 8-16 ft. 1s & 2s	37,000 feet
16-4 No. 1 Common	3,000 feet
18-4x6 in. and up, 8-16 ft. 1s & 2s	3,500 feet
20-4x6 in. and up, 8-16 ft. 1s & 2s	11,000 feet

AEROPLANE ASH

6-4x4 in. and wider, 12-16 ft	1,500 feet
8-4x4 in. and wider, 12-16 ft	2,800 feet
10-4x4 in. and wider, 12-16 ft	1,800 feet
12-4x4 in. and wider, 12-16 ft	5,000 feet
16-4x4 in. and wider, 12-16 ft	12,000 feet

NEW ORLEANS YARD WHITE ASH

4-4x6 to 9 in., 8-16 ft. 1s & 2s	35,000 feet
4-4x6 to 6 ¹ / ₂ in., 8-16 ft. 1s & 2s	17,500 feet
4-4x10-12 in., 5-16 ft. 1s & 2s	8,000 feet
4-4x12 in. and up, 8-12 ft. 1s & 2s	3,200 feet
4-4x6 in. and up, 8-16 ft. Sel.	9,700 feet
4-4x8 in. and up, 8-16 ft. Sel.	5,200 feet
4-4x10 in. and up, 8-16 ft. Sel.	8,100 feet
4-4 No. 1 Common, 18-20 ft.	20,400 feet
4-4 No. 1 Common R-L	78,000 feet
4-4x2 ¹ / ₂ -5 ¹ / ₂ in. C. F. Strips	18,000 feet
5-4x6 to 9 in., 8-16 ft. 1s & 2s	25,500 feet
5-4x10-12 in., 8-16 ft. 1s & 2s	2,500 feet
5-4 No. 1 Common	125,000 feet
6-4x6 to 9 in., 8-16 ft. 1s & 2s	32,000 feet
6-4x10-12 in., 8-16 ft. 1s & 2s	7,000 feet
6-4x12 in. and up, 5-16 ft. 1s & 2s	3,500 feet
6-4 No. 1 Common	91,000 feet
6-4x6 in. and up, 8-16 ft. Sel.	14,300 feet
6-4x10 in. and up, 8-16 ft. Sel.	8,100 feet
8-4x6 to 9 in., 8-16 ft. 1s & 2s	68,000 feet
8-4x10-12 in., 14-16 ft. 1s & 2s	12,000 feet
8-4x12 in. and up, 8-16 ft. 1s & 2s	25,500 feet
8-4x8 in. and up, 8-16 ft. Sel.	11,000 feet
8-4 No. 1 Common, 18-20 ft.	21,500 feet
8-4 No. 1 Common R-L	434,000 feet
8-4x2 ¹ / ₂ -5 ¹ / ₂ in. C. F. Strips	15,000 feet
8-4 No. 2 Common	55,400 feet
10-4 No. 1 Common	23,000 feet
12-4x6 in. and up, 14-16 ft. 1s & 2s	8,000 feet
12-4x10-12 in., 14-16 ft. 1s & 2s	12,000 feet
12-4x12 in. and up, 8-16 ft. 1s & 2s	3,900 feet
12-4 No. 1 Common	28,800 feet
16-4x12 in. and up, 8-16 ft. 1s & 2s	3,418 feet
5-4x4 in. Ash Shorts	4,800 feet
6-4x4 in. Ash Shorts	1,000 feet
8-4x4 in. Ash Shorts	1,600 feet

MEMPHIS YARD SPECIAL

5-4x5-9 in. All 8-10 ft. 1s & 2s	27,000 feet
----------------------------------	-------------

FOR QUICK ACTION WIRE OUR EXPENSE

ESTABLISHED 1798

J. Gibson McIlvain & Co.

LUMBER

Hardwoods A Specialty

PHILADELPHIA, PENNSYLVANIA

Manufacturers

Wholesalers

**ROTARY GUM CORE STOCK
CROSSBANDING**

BUILT-UP PANELS and DRAWER BOTTOMS



The Anderson-Tully Company
MEMPHIS, TENN.

Manufacturers of Southern Hardwoods, Veneers and Panels

Thirty years' experience in cutting Rotary—

Timber of the first quality—

Modern equipment—

Thorough and scientific drying—

Staunch crating—

—Thus are we enabled to render you Service—Quality Backed by

THE GOLDEN RULE

Michigan Hardwoods *Cadillac Quality*

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

39,000'	1 1/16x2"	No. 1 Maple Flooring
32,000'	1 1/16x2"	Clear Flooring
90,000'	1 1/16x4"	Prime Flooring
45,000'	13/16x4"	Prime Flooring
200,000'	4/4"	No. 3 C. Maple
500,000'	5/4"	No. 3 C. Maple
200,000'	6/4"	No. 3 C. Maple
100,000'	5/4"	No. 3 C. Beech
100,000'	6/4"	No. 3 C. Beech
150,000'	6/4"	No. 2 C. & Btr. Elm
100,000'	8/4"	No. 2 C. & Btr. Elm
65,000'	10/4"	No. 1 C. & Btr. Elm
100,000'	5/4"	No. 3 C. Basswood
27,000'	6/4"	No. 3 C. & Btr. Balm of Gilead
25,000'	4/4"	No. 3 C. & Btr. Red & White Oak
10,000'	8/4"	No. 2 C. & Btr. White Oak
5,000'	10/4"	No. 1 C. & Btr. White Oak
7,000'	8/4"	No. 3 White Oak
18,000'	4/4"	No. 3 C. Birch

The Kneeland-Bigelow Company

Manufacturers of
Hardwood Lumber

Bay City

Michigan

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

200,000'	No. 2 C. & Btr., 4/4"	50,000'	No. 2 C. & Btr., 4/4"
75,000'	No. 2 C. & Btr., 6/4"	MAPLE	
	SOFT ELM	50,000'	1sts & 2nds, 4/4" to 16/4"
200,000'	No. 1 C. & Btr., 4/4"	WHITE MAPLE	
20,000'	No. 1 C. & Btr., 10/4"	14,000'	1sts & 2nds, 4/4", end dried
15,000'	No. 1 C. & Btr., 12/4"	HEMLOCK	
	BEECH	125,000'	Merchantable 4/4"
200,000'	No. 1 C. & Btr., 4/4"	ASH	
	CHERRY	17,000'	No. 2 C. & Btr., 4/4"
17,000'	No. 2 C. & Btr., 4/4"		

Write for Prices

W. D. Young & Co.

BAY CITY

MICHIGAN

BUFFALO

The Foremost Hardwood Market of the East

Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

Including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm, Gum, Hickory, Maple, Plaid & Quartered Oak, Poplar & Walnut.

1100 Seneca Street

BUFFALO HARDWOOD LUMBER CO.

SPECIAL FOR SALE

2" to 4".....No. 1 Common and Better Elm
2", 2 1/2", 3" and 4".....No. 1 Common and Better White Ash
2 1/2" and 3".....No. 1 Common and Better Plain Oak

Hardwoods & Red Cedar

Plain and Qtrd. Oak has been our hobby for years

Yeager Lumber Company

INCORPORATED

EVERYTHING IN HARDWOODS

932 Elk Street

Standard Hardwood Lumber Co.

OAK, ASH AND CHESTNUT

1075 Clinton Street

T. SULLIVAN & CO.

Hardwoods

Ash and Elm

NIAGARA—CORNER ARTHUR

Atlantic Lumber Company

HARDWOODS

WEST VIRGINIA SOFT RED AND WHITE OAK

Our Specialty: West Virginia and Pennsylvania Cherry

1055 Seneca Street

Taylor & Crate

HARDWOODS OF ALL KINDS

A stock of 18,000,000 to 20,000,000
feet of hardwoods carried at all
times at our two big Buffalo Yards

Established 50 Years Rail or Cargo Shipments

Miller, Sturm & Miller

Hardwoods

of All Kinds

1142 Seneca St.

G. ELIAS & BRO.

HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring

955-1015 Elk Street

Hugh McLean Lumber Co.

OUR SPECIALTY:

QUARTERED WHITE OAK

940 Elk Street

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.

LOUISVILLE

THE HARDWOOD GATEWAY OF THE SOUTH

W. P. Brown & Sons Lumber Co.

LOUISVILLE, KY.

OAK	MAPLE
155,000* 4/4 FAS. Qld W. Oak.	15,000* 8/4 log run.
182,000* 4/4 3/4 & up *Std. Sap. no defect.	7,000* 4-4 log run.
323,000* 4/4 No. 1 Com.	HICKORY
115,000* FAS. Plain	210,000* 8-4 log run.
415,000* 4-4 No. 1 C. Plain	SYCAMORE
22,000* 3/8 No. 1 Com. P.	40,000* 4/4 log run.
215,000* 4-4 FAS. Plain, Red	TUPLO
855,000* 4/4 No. 1 Com., Plain Red.	29,000* 4-4 log run.
18,000* 1/2 No. 1 C. & Btr. Plain Red.	GFM
18,000* 5/8 FAS.	200,000* 4-4 FAS. sap.
	45,000* 4-4 No. 1 Com.
	45,000* 8-4 C. & B.
	500,000* 4-4 FAS. Qld. Red.
	200,000* No. 1 Com., Qld. Red.
	250,000* 8-4 FAS. Qld. Red.
	45,000* 8-4 No. 1 Com.
	115,000* 4-4 FAS. Plain Red.
	125,000* 4-4, No. 1 Com. Plain Red.
ELM	
27,000* 5/4 log run.	
350,000* 8-4 log run.	
60,000* 16-4 log run.	

Write us for Quotations

Wood Mosaic Co.,

Main Office, New Albany, Ind.

Band Mills: New Albany, Ind.	Highland Park, Ky.
POPLAR	100,000* 4-4 No. 1 Com. & B.
31,700* 5-8 FAS. 12' & wtr	100,000* 8-12 No. 1 C. & B.
31,700* 5-8 FAS.	100,000* 12-14 No. 1 C. & B.
17,500* 2-4 FAS.	7,000* 8-12 No. 1 Com.
85,000* 4-4 No. 1 Com.	PLAIN WHITE OAK
20,000* 5-8 No. 1 Com.	400,000* 8-12 No. 1 Com. & B.
22,000* 6-12 No. 1 Com.	15,000* 12-14 No. 1 Com. & B.
95,500* 8-4 No. 2 B. Com.	H. dry
16,500* 4-4 No. 2 Com. & B.	20,000* 8-12 No. 1 Com.
Qld.	HARD MAPLE
ASH	2,000* 4-4 No. 2 Com. & B.
13,200* 4-4 FAS.	12,000* 8-12 FAS.
10,000* 5-8 FAS.	20,000* 10-12 No. 1 C. & B.
25,000* 8-12 No. 1 Com. & B.	50,000* 12-14 No. 1 C. & B.
42,000* 10-14 No. 1 C. & B.	50,000* 12-14 No. 1 C. & B.
85,000* 12-14 No. 1 C. & B.	CHERRY
31,000* 10-14 No. 1 C. & B.	15,000* 4-4 FAS.
22,000* 5-8 No. 1 Com.	25,000* 4-4 No. 1 Com.
9,400* 6-12 No. 1 Com.	BASSWOOD
PLAIN RED OAK	18,000* 1-12 No. 1 Com. & B.
25,000* 4-4 FAS.	
15,000* 5-8 FAS.	

Norman Lumber Company

LOUISVILLE, KY.

We specialize in
POPLAR

27,000* 1-4 1s & 2s	100,000* 1-4 No. 1 Com.
20,000* 2-4 1s & 2s	25,000* 6-1 No. 1 Com.
12,000* 3-4 1s & 2s	12,000* 10-4 No. 1 Com.
20,000* 5-8 1s & 2s	40,000* 5-8 No. 1 Com.
100,000* 1-4 No. 1 Com.	12,000* 12-1 No. 1 Com.

LET US HAVE YOUR INQUIRIES

Write or wire for prices

Edward L. Davis Lumber Co.

Kentucky and Indiana Ash
Walnut and Hickory

We have a very complete stock of Ash and are prepared to make special grades for Automobile, Aeroplane, and Bending Purposes.

PLEASE SEND US YOUR INQUIRIES

W. R. Willett Lumber Co.

LOUISVILLE MILL

QTD. WHITE OAK	100,000 No. 2 and 3r.
4-4 Com. Strips, 2 to 3 1/2", 1 car	1-1 1s and 2s, 3,000 ft.
4-4 Sap Strips, 2 to 3 1/2", 1 car	EASTERN KENTUCKY MILL
4-4 Sd. Wmp., 1 car	1-4 1s and 2s, white, 5 cars
	1-4 No. 1 Com., white, 20 cars
	1-4 No. 2 Com., white, 3 cars
	1-4 No. 1 Com., white, 5 cars
	1-4 1s and 2s, red, 1 car
	1-4 No. 1 Com., red, 2 cars
PLAIN RED OAK	
4-4 Selects, 10,000 ft.	
1-4 No. 1 Com., 2 cars	
2-4 No. 2 Com., 2 cars	
POPLAR	
5-4 1s and 2s, 3,000 ft.	
5-1 Saps, 1,500 ft.	
	QTD. RED OAK
	1-1 1s and 2s, 5 cars
	1-1 No. 1 Com., 3 cars
	1-1 1s & 2s, 2 to 4 in., 3 cars

DIMENSION STOCK
Mahogany and Walnut

Aside from our production of lumber and veneers—We are manufacturing kiln-dried mahogany and walnut dimension stock at the rate of 2,000,000 feet annually, and this department has been steadily growing since 1902. We think that these simple facts make detailed argument unnecessary—as to our prices, quality of our stock, and promptness of service.

However, we have ready for mailing a circular which explains in detail how and why you can save time, money and trouble—through our dimension stock.

But if you don't care for the circular, and if you realize what an expensive luxury your waste pile is, send us your cutting bills, as you would give them to your stock-cutters. We will quote a specific price for each style you manufacture.

C. C. Mengel & Brother Co.

A—Manufacturer of Implement Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimension.

"USE OAK"

* Has Individual Display Ad on Page Designated.

(See page 10)

Long-Bell Lumber Company

Saw-Log Operators in Southern Hardwoods
Kansas City, Missouri

A, B, C—
15 years' supply assured by 32,000 acres Virgin Sit. Francis Basin Timber, largely Oak.

Technical Lumber Company,
Manufacturer, Kansas City, MISSOURI
The hardest oak lacks much of being as hard as lignum vitae; the strongest is weaker than locust; the heaviest is lighter than man-grave; but in average of good qualities it would be hard to find a wood superior to oak.

We have a fine stock of 4/4 No. 1 Com. Plain White Oak; 4/4 FAS Quartered White Oak.
GALLOWAY-FEASE COMPANY,
Manufacturer, Poplar Bluff, MISSOURI

The secret of all the oaks of the United States are believed to be Bartram oak and the Price oak. All known specimens of these two trees could stand on a single acre and still leave considerable ground unoccupied.

(See page 10)
We carry a complete stock of plain and quartered Red and White oak in all specifications. Our facilities for prompt shipments to coast to coast. Silveston, **BAKER-MATHEWS LBR CO.,** MISSOURI
Memphis, Tenn.

Why do your children like oak best? For the same reason that you did—they knew it is not easily scratched or marred. Think it over.

C—Special
1 car 6/4x20" Qtd. Red Oak Seat Stock
1 car 6/4x12" Qtd. Red Oak Seat Stock
1 car 4/4x12" & wdr. Plain Oak
ARKLA LBR. & MFG. CO., MISSOURI
St. Louis.

A, B & C—
Triple Band of
The Meadow River Lumber Company
Rainelle, W. Va.
Manufacturer High-Grade Hardwoods

For anything in OAK write these representative firms

(See page 11) SPECIALTY
Memphis Mill Company
Manufacturer, Memphis, TENNESSEE

Practically all the oak cut in Europe, west of Russia and the Balkans, belongs to a single species, though the qualities of the wood from various regions differ greatly and bear different names.

Specials On
3 cars 4/4 No. 1 Com. Qtd. Red Oak
2 cars 4/4 No. 2 Com. Qtd. Red Oak
BAYOU LAND & LUMBER CO., OHIO
Manufacturer, Cincinnati.

Machine manufactured oak flooring is a modern invention, but hand-dressed oak has been used for floors since ancient times. Doubt is cast on the wisdom of Solomon because he did not use oak instead of cedar in his temple.

C. Crane & Co.

Hardwood
Band Mills at Cincinnati, O.

Botanists who are looked upon as authority in such matters, have agreed to change the book name of Northern red oak from *quercus rubra* to *quercus borealis*.

Manufacturers of Boards and Quartered Oak
Oak Timbers and Bridge Plank
SABINE TRAY COMPANY, TEXAS
Beaumont.

The largest oaks of the United States are found in California, where they are known as valley oak. Trucks may be from six to ten feet in diameter.

(See page 72)
Nice stock of dry 4/4, 5/4 & 6/4 Plain Red and White Oak on hand at Burdette, Ark., for prompt shipment.
THREE STATES LUMBER CO., TENNESSEE
Manufacturer, Memphis.

The golden oak which grows in California, is not so named because of the color of its wood, but on account of the yellow fuzz on the under side of its leaf.

B. & C—
We Manufacture Hardwood From Pine West Virginia Timber
WAERN LUMBER CORPORATION
Raywood, W. Va.

There are eight evergreen oaks in the United States, more than half of which are confined to the region, west of the Rocky Mountains.

Several oaks in different parts of the United States are known locally as "rock oak," but that is not the proper name of any.

(See page 10)

J. H. Bonner & Sons
Manufacturers Saw Saw Hardwood Lumber
Memphis, Tenn. Mill: Jonquil, Ark.

The pin oak is not so named because it is famous for pins or tree nails, but because its limbs and branches have little swell or enlargement at their bases, and look like pins driven into the bole or into the larger limbs.

A, B & C—
Carr Lumber Company, Inc.
Bilmore Hardwood
Pigash Forest, N. C.
Manufacturer

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak.

100,000 ft. 1" to 1 1/2" & 2" Qtd. White Oak
50,000 ft. 1" No. 1 Com. Qtd. White Oak, 8" & wdr.
JOHN B. HANSON & CO., TENNESSEE
Manufacturer, Nashville
Everything in Lumber

The "Conecota wagons," famous a century ago, and sometimes called "grairie schooners," were made wholly of oak and iron, and were good for a quarter of a century of hard usage. They were made at Conestoga, Pa.

A, B & C—
Chas. F. Luehrmann Hardwood Lbr. Co.
Manufacturers and Wholesale Lumber Dealers
St. Louis, Missouri

White oaks ripen their acorns in a single season, while those of red oaks hang on the trees and grow during two summers. They are usually quite small at the close of the growing season.

Yellow Poplar Lumber Company
Coal Grove, Ohio
Manufacturer

Oak makes the heaviest of bridge timbers or the finest of period furniture. Is there any other wood so versatile?

The color of the artistic English wood known as brown oak is said to be due to incipient decay which has spread through the texture of the wood.

There are no new problems to overcome in curing or caring for Oak lumber. It has been too long used.

A & B—
If you want Sound, Soft Textured White & Red Oak, both in Plain and Quartered, write
DUHMEIER BROTHERS & CO., OHIO
Manufacturers, Cincinnati.

Were all the Oak timber to be destroyed over night the effect on business in general would be chaotic.

The Band Mill, Planing Mill and Dry Kin of the
Williams Lumber Company
is located at
Fayetteville, Tennessee

Why has Oak always led in offerings at the furniture show? Ask anyone who sells furniture.

All lumber piled in same lengths and similarly loaded in cars.
CLAY LUMBER COMPANY, W. VA.
Middle Fork.

A & C—
Manufacturers of Hardwood Lumber; also Millwork, Planing, Trim and Oak Flooring
WEST VIRGINIA TIMBER CO., W. VA.
Charleston.

Alton Lumber Company

Manufacturers
FOR GOVERNMENT USE—BEST QUALITY
WHITE OAK

Buckhannon West Virginia
Oak forests of fully matured trees bearing perfect acorns, occur in Northern Oklahoma and Southern Kansas, and the tallest of the trees little exceed two feet in height.

(See page 10)

Goodlander-Robertson Lumber Co.
Manufacturer of Hardwoods
Memphis, Tennessee

Watch the present market for oak—it's getting stronger every day. Time to stock up!

It would not make much difference as far as the song is concerned, but it would satisfy some people's curiosity if the matter could be settled whether the "Old Oaken Bucket" was made of white oak or of red oak.

We have for full shipment: large stock of 10/4 and 12/4 C. & H. Oak; other thickness from 4/4 to 1/4 in all grades.
FARRIS HARDWOOD LUMBER CO., TENNESSEE
Manufacturer, Nashville.

The oldest piece of oak shaped by human hands is believed to be an oak canoe discovered a few years ago buried in mud all the bottom of a river in England, and believed to be 3,000 years old.

For 25 years we have made Oak and sell specialize in this, the best of American hardwoods. Our prices, grades and service are worth considering.

LOVE, BOYD & CO., TENNESSEE
Manufacturer, Nashville.

No other wood of the United States is as suitable for quarter sawing as white oak. Some of the red oaks measure fairly well up to white oak in that respect, but as a general proposition they fall considerably below it.

A—150,000 ft. 4/4 No. 2 Com. Plain Oak
B—100,000 ft. 4/4 No. 1 Com. Plain Oak
BARRE-HOLANDY LUMBER CO., OHIO
Manufacturer, Greenfield.

Clothes don't make the man, nor does flint make the furniture—but it helps. See the latest.

We are cutting off 20,000 acres of fine forest Oak in West Virginia. For the very best, try
AMERICAN COLUMN & LUMBER CO., W. VA.
Manufacturer, St. Albans.

There is a species for every need—a grain and figure for every taste. Are you familiar with them all?

(See page 8)

Babcock Lumber Company
Pittsburgh, Pa.
Annual Capacity, 150,000,000 Feet
Manufacturer

Do you know of any other wood that please in so many ways and in so many garbs as does Oak?

Pardee & Curtin Lumber Company
Sales Office—Clarkburg, W. Va.
Band Mills—Curtin, Cook Siding and Hontley Falls, W. VA.
Manufacturer

Good eating and good Oak go well together. They make an especially logical combination in these days of high prices.

Quarter-sawn White Oak, Plain Red and White Oak
C. L. BITTER LUMBER COMPANY,
ROCKCASTLE LUMBER COMPANY,
Manufacturers, Huntington, W. Va.

(See page 6)

Kentucky Soft Textured White Oak, Red Oak and Poplar. High-class, sound, square edged White Oak Timbering
AMERICA LBR. & MFG. CO., Pittsburgh,
Manufacturer and Wholesaler PENNSYLVANIA

Oak was spoken of with affection in the Scriptures and will be held in esteem by our children's children generations hence.

A—Manufacturer of Implement Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimension.

"USE OAK"

* Has Individual Display Ad as Page Designated.

Oak lumber in commercial quantities is produced by forty states, and more than 15,000 mills cut it. The number of oak mills in North Carolina exceeds the number in any other state.

Did you ever rest your eyes on a soft-toned Oak wainscoting? Try it and then tell your customers about it.

Wood-Mosaic Company, Inc.
New Albany, Ind.
Manufacturer
Vernon and Hardwood Lumber
Hoffman Brothers Company
Manufacturer
Ft. Wayne, Ind.

Oak is just as ornamental today as it was useful five centuries ago—just as useful today as it was ornamental then.

The Mowbray & Robinson Company
Cincinnati, Ohio

Write for List and Prices
North Vernon Lumber Company
Manufacturer
North Vernon, INDIANA

Everyone KNOWS what OAK is; that is why it is so easy to sell oak goods

There will always be a market for all the Oak our sawmills have any right to cut

There are eight evergreen oaks in the United States, more than half of which are confined to the region west of the Rocky Mountains. Not one of them possesses much value as a source of lumber.

Charles H. Barnaby
Manufacturers of Band Sawn Hardwood Lumber and Veneers
Greencastle, Ind.

No one should fancy that the "poach oak" bears peaches. It was given that name because its leaves are shaped like those of a peach tree. It is likewise called willow oak, because the foliage resembles that of willow.

We have to offer at present 1 car 44 FAN Quartered White Oak, 1 car 44 No. 1 C. & H. Quartered Red Oak.
SWAIN-ROACH LUMBER CO.
Manufacturer
Bloomington, INDIANA

J. V. Stimson
Manufacturer and Wholesaler Hardwood Lumber
Huntingburg, Indiana

The oldest oak tree still standing if tradition is true) is known as Abraham's oak, near Jerusalem. If the patriarch Abraham ever camped in its shade, as the story goes, the event must have occurred 4,000 years ago.

No wood is more susceptible to the fuming process than oak, and both red and white oak are suitable for this process.

Miller Lumber Company
Manufacturer and Dealer in All Kinds of Hardwood Lumber
Marianna, Arkansas

For anything in OAK write these representative firms

B & C
Manufacturers Band Sawn Plank and Quartered, Oak and other Hardwood Lumber
Sabine River Lumber & Logging Co., Inc.
San Antonio, Texas

5 cars 4 1/4 White Oak FAS & No. 1 C.
11 cars 5 1/4 Plain Red Oak Strip FAS & No. 1 C.
WILLIAMSON-KAY MILLS & LUMBER CO.
Manufacturer, Mound City, ILLINOIS

The laurel oak is more abundant in Florida than in any other part of the United States, but it is not abundant anywhere. Few logs reach sawmills.

Special—504,000 ft. 4 1/4 FAS Plain White & Red Oak
LAMB-FISH LUMBER CO.
Manufacturer, Charleston, MISSISSIPPI

Paepeck Leicht Lumber Company
SOUTHERN HARDWOODS
General Offices, Conway Building, Chicago
Manufacturer

West Virginia leads all other states in the production of oak lumber, and Tennessee stands second on the list. These two states furnish one-third of all the oak lumber sawed in the United States.

Bedna Young Lumber Company
Manufacturers Band Sawn Hardwood Lumber
Sales Office: Band Mills,
GREENSBURG, IND. JACKSON, TENN.
Please let us have your inquiries.

We Manufacture Hardwood Lumber
C. & W. Kramer Company
Richmond, Indiana

The oak tree under which John Wesley preached his first sermon in America still stands in Georgia and is an object of great interest to tourists. It is the common southern live oak.

We specialize in White and Red Oak and in Quartered Red Gum. We sell your inquiries.
ALEXANDER BROTHERS
Manufacturers, Belzoni, MISSISSIPPI

Factories in the United States use approximately two billion feet of oak yearly, which is about 65 per cent of the total sawmill production of this wood.

Yellow oak is the best named of all the oaks. The inner bark is yellow and was a reliable dye material in pioneer times, and it might be worth while to investigate it now, in these days of scarcity in the dye market.

All stock cut from our Virgin Timber on modern band mills.
THISTLETHWAITE LUMBER COMPANY.
Manufacturer
Washington, LOUISIANA

Tallahatchie Lumber Company
Manufacturers of Band Sawn Hardwoods
Phillippi, Mississippi

Peets have written of oaks a thousand years old, but there does not seem to be an authentic record of an age of more than 700 years for an oak, based on a count of the annual growth rings.

A. B. & C.
Dermott Land & Lumber Company
Manufacturers Southern Hardwoods
Mills, Dermott, Ark.
Sales Office, Railway Exchange Bldg., Chicago, Ill.

ARLINGTON LUMBER COMPANY
Manufacturers of Band Sawn Hardwood Lumber
Mills: Arlington, Ky., and Park
Place, Ark. Write Arlington
Kentucky for literature.

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white-oak. It is fortunate that it possesses so many good qualities and grows in so many parts of the country.

The Germans use some oak in their airplanes, but it is too heavy and brittle to give much service in that place.

6,000,000 Feet of Oak Always on Hand in 1 to 2" Stock
BLISS-COOK OAK COMPANY, ARKANSAS
Manufacturer
Blissville, Ark.

The turkey oak in the South received that name at an early period because its acorns were small and were easily eaten by wild turkeys.

(*See page 7.)
All stock graded up to quality—knocked down to price.
UTLEY-HULLOVAY LUMBER COMPANY
Conway Building
Manufacturer
Chicago, ILLINOIS

W. P. Brown & Sons Lumber Co.
Band Mills manufacturing hardwoods
Louisville, Ky.

Edgar Lumber Company
Wesson, Arkansas

When artists of the Middle Ages chose a wood for high class carving, such as cathedral doors, altars, and architraves, they almost invariably selected oak.

Salt Lick Lumber Company
Hardwood Manufacturer
Salt Lick, Kentucky

J. W. Wheeler & Co.
Manufacturers Band Sawn Hardwood Lumber and Quartered Oak, Ash and Gum
Memphis, Tennessee

Manufacturers of staves for barrels intended to contain alcoholic liquors prefer white oak to red for the reason that the wood of the former permits less seepage than red oak.

Our Lumber is Well Manufactured and Well Taken Care of. Write us for prices in anything in hardwoods.
THE FRED BRENDEL LUMBER COMPANY,
Alexandria, LOUISIANA

It is a matter of interest that very little Japanese oak reaching this country or Europe comes from Japan. Most of it is from the forests of continental Asia, some being cut as far north as Siberia, and other comes from Korea.

The value of oak cross ties in the tracks of railroads has long been understood by engineers. They give the best service because the wood is hard, wears well and holds spikes well and resists decay.

Specials
100,000 ft. 5/4 FAS Plain Red Oak
200,000 ft. 1/4 No. 1 Com. Hardwood
300,000 ft. 5/4 FAS Oak Red Gum
Clintons Lumber Company, Ltd.
Manufacturer
Louisiana

The United States government began its forest policy more than a hundred years ago by purchasing tracts of live oak timber.

Manufacturers have long been very little anxious to have to guard against scarcity of material for ships.
Band Sawn, Equalized, Forked Leaf White Oak
This Oak and Ash Specialties
MANFIELD HARDWOOD LUMBER CO.
Manufacturer
Shreveport, La.

It has been found out that the famous "Charter Oak" which stood near Hartford, Conn., and which figured so prominently in the early history of New England, was white oak.

70% 1/4 and 1 1/2" Band Sawn Plain Red Oak
HOLLY RIDGE LUMBER CO. KENTUCKY
Manufacturer
Louisville,

The cow oak is one of the most valuable hardwoods of the South, and belongs to the white oak group. Its acorns are large, thin shelled, and sweet, and cattle like to eat them.

H. & C.
High Grade Lumber
Hyde Lumber Company
South Bend, Indiana
Band Mills: Arkansas City, Ark. Lake Providence, La.

Colfax Hardwood Lumber Co.
Manufacturer Band Sawn Southern Hardwoods
Colfax, Grant Parish Louisiana

The manufacturers of plows have long shown preference for oak for the handles. The wood of oak is so hard, it is so strong in the proper form when steamed, and holds that form ever after.

Carrier Lumber & Mfg. Co., Inc.
Sardin, Miss.
Kila Deer Stock, Specialty
Manufacturer

The hardness of oaks vary as much as 50 per cent when they are compared among themselves. It is no less difference among different species when their strength is under consideration.

TRY KNOXVILLE TENNESSEE

You can logically do so because you must ultimately depend more and more on this region for your hardwoods.

No higher type of timber can grow than that abounding in eastern Tennessee. It is found on a soil and in an environment which put quality in the trees generations ago. It is our task merely to see that this quality is utilized to the utmost in making the boards you buy. The best of equipment and highly trained organizations working in one place for years at a stretch make that task easy.

Then too you can be sure of getting the best possible service—always.

Ask about it from any of the following:

The Vestal Lumber & Mfg. Co., Knoxville, Tenn., & Fonde, Ky.
The J. M. Logan Lumber Company, Knoxville, Tenn.
The Babcock Lumber & Land Company, Marysville, Tenn.
(Main Office: Pittsburgh, Pa.)

OAK, POPLAR, MAPLE

Walnut, Chestnut, Hickory, Cedar, Ash, Basswood, Beech



MEMPHIS

TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION

Manufacture of Coffins

There was a time in this country when there were no factory-made coffins in which to bury the dead. Every community had a carpenter who was expected to make coffins for his neighbors as needed. He kept on hand a few hundred feet of seasoned lumber for that purpose, and when death occurred in the neighborhood he got busy and had the coffin ready within a few hours after he was furnished with the measurement. It was a custom in many rural communities to measure the corpse, not with a rule or measuring tape, but with a stick which was cut off the exact length of the body. The stick was sent to the coffin maker and was the only measure used in producing the coffin. When a horseman was seen riding along the country road carrying a "coffin stick," everybody knew at once that somebody was dead and little additional announcement was necessary. The coffin maker kept the sticks, properly labeled, and in the course of years he accumulated quite a collection of these mortuary souvenirs.

It was not very unusual for people in the country and in small villages to provide and keep on hand lumber for their own coffins. When the coffin was needed, the necessary lumber was supplied to the maker, who then made the coffin at some reduction in price. However, the custom of the individual keeping on hand lumber for his own coffin was by no means general.



QUARTERED WHITE OAK

50,000'	1/4" FAS
10,000'	2/4" FAS
30,000'	3/4" FAS
45,000'	1/4" Clear Strips
700,000'	1/4" No. 1 Com
100,000'	2/4" No. 1 Com
150,000'	3/4" No. 2 Com
150,000'	1/4" No. 1 Com
150,000'	1/2" No. 1 Com
35,000'	1/4" No. 2 Com

PLAIN OAK

36,000'	6/4" Com. & Btr.
18,000'	8/4" Com. & Btr.
13,000'	12/4" 4/2" & 8/4"
30,000'	4/4" Select

PLAIN RED GUM

10,000'	3/4" FAS
40,000'	2/4" No. 1 Com.
300,000'	4/4" No. 1 Com.

QUARTERED RED GUM

100,000'	4/4" No. 1 Com.
50,000'	5/4" FAS, Floured SAP GUM
22,000'	5/8" FAS
15,000'	8/4" FAS
30,000'	5/4" Clear Strips
100,000'	4/4" Boxbds. 13/17" wide
200,000'	4/4" No. 1 Com.
100,000'	4/4" No. 2 Com.
15,000'	13/16" S28 Boxbds. 13/17" wide

CYPRESS

9,000'	4/4" FAS
6,000'	5/4" FAS, 18" & up wide
13,000'	4/4" Select
15,000'	4/4" FAS
20,000'	4/4" Boxbds. 13/17" wide
10,000'	4/4" No. 1 Com.

WALNUT

5,000'	4/4" & 8/4" Log Run
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QTD. WHITE OAK

12,000'	Ctr. Strips, 4/4"
40,000'	No. 1 Com., 4/4"
15,000'	PLAIN WHITE OAK
30,000'	No. 2 Com., 4/4"
30,000'	18" & 26", 6/4"
50,000'	No. 1 Com., 6/4"
20,000'	No. 2 Com., 6/4"
20,000'	No. 1 Com., 8/4"
15,000'	FAS, 5/4"
2,000'	FAS, 3/4"

PLAIN RED OAK

20,000'	No. 1 Com., 4/4"
15,000'	No. 2 Com., 4/4"
15,000'	No. 3 Com., 4/4"
15,000'	FAS, 6/4"

QTD. GUM

13,000'	FAS, 8/4" (Fig. Red)
15,000'	FAS, 8/4" (Red)
15,000'	FAS, 4/4" (Red)
15,000'	No. 1 Com., 4/4" (Red)
20,000'	FAS, 8/4" (8sp)

PLAIN RED GUM

11,000'	FAS, 4/4"
15,000'	No. 1 Com., 4/4"
15,000'	No. 1 Com., 6/4"
60,000'	SAP GUM
40,000'	Box Boards, 4/4" (Wide)
30,000'	Box Boards, 1/4" (Narrow)
30,000'	No. 1 Com., 4/4"
30,000'	No. 2 Com., 4/4"
40,000'	COTTONWOOD
50,000'	Box Boards, 4/4" (Wide)
30,000'	FAS, 4/4"
100,000'	No. 1 Com., 4/4"
25,000'	No. 2 Com., 4/4"
50,000'	Log Run, 6/4"
20,000'	Log Run, 4/4"
22,000'	Log Run, 4/4"
10,000'	Log Run, 4/4" (Narrow)
14,000'	Log Run, 4/4"

Russe & Burgess, Inc.

SAP GUM

150,000'	FAS, 4/4"
100,000'	No. 1 Com., 4/4"
120,000'	FAS, 6/4"
167,000'	FAS, 8/4"
187,000'	No. 1 Com., 8/4"
75,000'	No. 2 Com., 8/4"

QUARTERED RED GUM

332,000'	FAS, 6/4" (Sap No Defect)
100,000'	No. 1 Com., 6/4"
75,000'	FAS, 8/4"
40,000'	No. 1 Com., 8/4"

PLAIN RED GUM

75,000'	No. 1 Com., 4/4"
13,000'	FAS, 6/4"
68,000'	No. 1 Com., 6/4"
25,000'	No. 1 Com., 8/4"

QUARTERED RED GUM

26,000'	FAS, 4/4"
140,000'	No. 1 Com., 4/4"
65,000'	FAS, 5/4"
132,000'	No. 1 Com., 5/4"
10,000'	FAS, 6/4"
25,000'	No. 1 Com., 6/4"
20,000'	FAS, 8/4"
28,000'	No. 1 Com., 8/4"
17,000'	FAS, 10/4"
3,000'	No. 1 Com., 10/4"
9,000'	FAS, 12/4"
1,000'	No. 1 Com., 12/4"

BELLGRADE LUMBER CO.

50,000'	L. R., 5/4
15,000'	L. R., 8/4
20,000'	L. R., 10/4
40,000'	L. R., 12/4
18,000'	QTD. RED GUM
30,000'	FAS, 5/4
20,000'	No. 1 Com., 6/4
50,000'	No. 1 Com., 8/4
30,000'	PLAIN RED GUM
8,000'	FAS, 5/4
18,000'	FAS, 6/4
30,000'	No. 1 Com., 4/4
40,000'	No. 1 Com., 4/4
30,000'	SAP GUM
30,000'	FAS, 3/4
50,000'	FAS, 5/4
25,000'	No. 1 Com., 5/4
90,000'	No. 1 Com., 4/4
75,000'	No. 2 Com., 4/4

PLAIN RED GUM

75,000'	13-17" B.B., 4/4
30,000'	QTD. WHITE OAK
20,000'	No. 1 Com., 4/4
15,000'	PLAIN WHITE OAK
25,000'	FAS, 4/4
12,000'	FAS, 5/4
40,000'	No. 1 Com., 4/4
20,000'	No. 2 Com., 4/4
15,000'	No. 3 Com., 4/4
20,000'	No. 4 Com., 4/4
12,000'	No. 2 Com., 5/4
6,000'	No. 1 Com., 8/4
15,000'	FAS, 4/4
90,000'	No. 1 Com., 4/4
50,000'	No. 2 Com., 4/4
14,000'	No. 2 Com., 5/4

J. H. BONNER & SONS

Regular lengths and widths

QUARTERED WHITE OAK
No. 2 Com. & Dist., 4 1/2, 8 mos. dry.
PLAIN WHITE OAK
No. 1 Com. 4/4, 8 mos. dry.
PLAIN RED OAK
No. 1 Com. 4/4, 8 mos. dry.

Crenshaw-Gary Lumber Co.

BROWN & HACKNEY, Inc.

SAP GUM

100,000'	4/4" Boxbds., 7 to 12" wide
15,000'	4/4" FAS, 13 to 17" wide
35,000'	4/4" No. 1 Com., 13 to 17" wide
150,000'	4/4" FAS, 6 to 12" wide (Regular Lengths)
150,000'	4/4" No. 2 & 3 Com.
20,000'	5/4" FAS
35,000'	5/4" No. 1 Com.
15,000'	8/4" FAS
30,000'	No. 1 Com. & Btr.
10,000'	8/4" No. 2 & 3 Com.

SELECTED RED GUM

75,000'	4/4" FAS
100,000'	4/4" No. 1 Com.
20,000'	5/4" FAS
100,000'	5/4" No. 1 Com.
30,000'	6/4" FAS
125,000'	6/4" No. 1 Com.
50,000'	8/4" No. 1 Com.

GEO. C. BROWN & CO.

COTTONWOOD

35,000'	Box Boards, 1", 13-17" wide, reg. length
20,000'	Box Boards, 1", 8-12" wide, reg. length
15,000'	Regular widths and lengths
40,000'	FAS, 1"
52,000'	No. 1 Com., 1"
30,000'	No. 2 Com., 1"
15,000'	Big. Bld., 2"
20,000'	RIFT SAWN GUM, S. N. D. (Regular Widths and Lengths)
20,000'	FAS, 1 1/2"
25,000'	No. 1 Com., 1 1/2"
25,000'	FAS, 3"
30,000'	No. 1 Com., 3"
22,000'	No. 1 & Btr., 2"
20,000'	QTD. RED GUM
20,000'	FAS, 1"
25,000'	No. 1 Com., 1"

PLAIN RED OAK

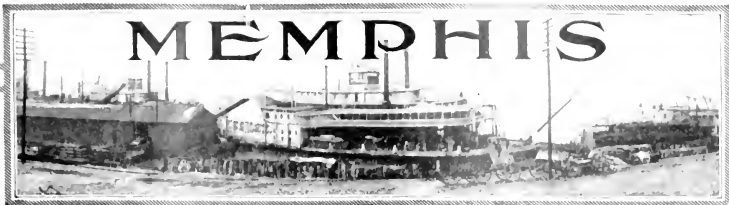
25,000'	FAS, 1"
31,000'	No. 1 Com., 1"
45,000'	SAP GUM
27,000'	Box Boards, 1", 13-17" wide, reg. length.
27,000'	Box Boards, 1", 8-12" wide, reg. length.
15,000'	Regular widths and lengths
15,000'	POPLAR
14,000'	Big. Bld., 2"
16,000'	PLAIN GUM
16,000'	FAS, 1"
23,000'	No. 1 Com., 1"
32,000'	No. 1 Com., 2", 6 mos. dry
32,000'	No. 1 Com., 2", 6 mos. dry
22,000'	No. 2 Com., 2", 6 mos. dry
14,000'	No. 1 & 2 Com., 2"

Goodlander-Robertson Lumber Co.

Dry

150,000'	SAP GUM
280,000'	No. 1 Com., 5/4"
150,000'	No. 1 Com. & B., 5/4"
100,000'	RED GUM
100,000'	18" & 26" 5/4"
100,000'	No. 1 Com., 5/4"
80,000'	18" & 26" 8/4"
80,000'	No. 1 Com., 8/4"
100,000'	WILLOW
100,000'	18" & 26" 4/4"
40,000'	No. 1 Com., 5/4"
100,000'	ASH
15,000'	18" & 26", 2 1/2" & up
30,000'	18" & 26", 3 1/2" & up
30,000'	18" & 26", 3 1/2"
40,000'	2 1/2" & 3"
40,000'	2 1/2" & 3"
50,000'	No. 1 Shop 4/4"
50,000'	No. 1 Shop 4/4"
30,000'	Select 6/4"
30,000'	Select 6/4"

E. SONDEIMER CO.



MEMPHIS

W. H. ASH
 1100 N. 1st St. Memphis, Tenn.
 Phone 1000
 1100 N. 1st St. Memphis, Tenn.
 Phone 1000
 1100 N. 1st St. Memphis, Tenn.
 Phone 1000

*On July 1 we change
 our name from the*

Riel-Kadel Lumber Co. to the Thompson-Katz Lumber Co.

All Stock Regular Width and Length

QUARTERED WHITE OAK No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	MAPLE No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	BEECH No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	SPRUCE No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	PLAIN WHITE AND RED OAK No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'
QUARTERED RED OAK No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	FLYING RED OAK No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	ELM No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	PLAIN WHITE AND RED OAK No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	SAP GUM No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'
HICKORY No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	WILLOW No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	RYECAMORE No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	WILLOW No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	RYECAMORE No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'

Ferguson & Palmer Co.

Regular Widths and Lengths

11,000' L. R. 8/4" 20,000' FAR, 6/4" 125,000' Panel, 4 1/2", 18" & up wide	50,000' Selects, 4/4" 34,000' Pecky, 3/4"	50,000' No. 1 C. & Btr., 6/4" 175,000' L. R. 12/4" 150,000' No. 1 Com., 4/4" 60,000' No. 1 Com., 3/4"	50,000' FAR, 5/4" 80,000' Panel, 4 1/2", 18" & up wide 150,000' No. 1 C. & Btr., 3/4" 80,000' No. 1 C. & Btr., 3/4"	40,000' SOFT MAPLE 40,000' L. R. 12/4" 15,000' UTI WHITE OAK 40,000' FAR, 5/4" & 6/4" 25,000' No. 1 Com., 4/4"	30,000' PLAIN WHITE OAK 30,000' FAR, 4/4" 80,000' No. 1 C. & Btr., 6/4" 75,000' FAR, 4/4" 15,000' FAR, 3/4" 35,000' No. 1 Com., 5/4" 100,000' No. 2 Com., 4/4"	55,000' FAR, 5/4" 15,000' FAR, 6/4" 15,000' FAR, 5/4" & 6/4" 100,000' No. 1 C. & Btr., 6/4" 15,000' FAR, 5/4" all 15' 100,000' No. 1 C. & Btr., 2 1/4"
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ANDERSON-TULLY CO.

Regular Width and Length

We have for sale:

PLAIN WHITE OAK No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	PLAIN RED OAK No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	FLYING RED OAK No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	COTTONWOOD No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	SAP GUM No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'
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Memphis Band Mill Co.

QUARTERED WHITE OAK No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	PLAIN WHITE OAK No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	PLAIN RED OAK No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'	MAPLE No. 1 Com. 4 1/2" x 12' No. 2 Com. 4 1/2" x 12'
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F. T. DOOLEY LUMBER CO.

RAP GUM 66,000' 3/4" No. 1 Com. 41,216' 4" 1s & 2s, all 12' 25,241' 4 1/2" 1s & 2s, all lengths 51,869' 4 1/2" No. 1 Com. 59,851' 4 1/2" No. 2 Com. 102,600' 5" 1s & 2s 102,907' 5 1/4" No. 1 Com. 117,171' 5 1/4" No. 2 Com. 13,587' 6 1/4" 1s & 2s 23,164' 6 1/4" No. 1 Com. 20,901' 6 1/4" No. 2 Com. 75,186' 10-12" Box Boards 61,327' 9-12" Box Boards 61,322' 18" and Wider Panel	QUARTERED BLACK GUM 102,295' 4 1/2" No. 1 Com. & Btr. 45,719' 5 1/4" No. 1 Com. & Btr. 18,254' 6 1/4" No. 1 Com. & Btr. 48,910' 8 1/4" No. 1 Com. & Btr.	ASH 14,000' 5 1/2" Log Run 16,200' 6 1/4" No. 1 Com. & Btr. 1,908' 10 1/4" No. 1 Com. & Btr. 15,500' 10 1/4" No. 1 C. & Btr. 4,580' 4 1/4" No. 2 Com.
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H. W. Darby Hardwood Lumber Co.

KILN DRIED COMMON OAK

For immediate orders we are prepared to quote attractive prices on 1" No. 1 Com. and No. 2 Com. Plain Oak.

Rates and full information furnished on inquiry

JAMES E. STARK & CO., Inc.

Papecke Leicht Lumber Co.

Manufacturers
Southern Hardwoods
 Specialties
 Cottonwood,
 Red and Sap Gum,
 Red and White Oak,
 Cypress, Elm.

BAND MILLS:
 Helena, Ark.
 Blytheville, Ark.
 Greenville, Miss.
 Cairo, Ill.

General Offices
CONWAY BUILDING CHICAGO, ILL.

MEMPHIS

All Stock Thoroughly Air Dried and Regular Length

QTD WHITE OAK
 15,000' FAS 1/2" x 6" & Up
 55,000' No. 1 Com. 1/4"
 1 Car No. 1 Com. 3/4", 6" & Up

PLAIN WHITE OAK
 200,700' No. 1 Com. 5/8", 2" to 8"
 140,000' No. 2 Com. 1/2", 3" to 8"

PLAIN RED OAK
 120,700' FAS 5/8", 1/2" & Shorter
 300,000' No. 1 Com. 5/8", 3" to 8"
 109,000' No. 2 Com. 5/8", 3" to 8"

PLAIN BLACK GUM
 20,000' FAS 4/4"

ELM
 114,000' No. 1 Com. 6/4"
 20,000' FAS 12/4"
 18,000' Fir Wood, No. 1 Com. 8/4"

QTD. RED GUM
 115,000' Plain Wood, FAS 1/4"
 305,000' Firm Wood, No. 1 Com. 4/4"

WHITE ASH
 4,450' 5/8", 8/16"
 3,700' 4/4", 10/16"
 15,000' 6/4" Reg. No. 1 Com.
 19,000' 5/4", 8/16"
 4,000' 5/4", 8/16"
 2,500' 5/8", 1 1/4"
 2,500' 5/8", 1 1/4"
 14,000' 5/8", 1 1/4"
 10,000' 6/4", 8/16"
 11,500' 6/4", 8/16"
 42,000' 6/4", 8/16"
 13,000' 6/4", 8/16"
 22,000' 6/4", 8/16"
 13,000' 6/4", 8/16"
 39,000' 6/4", 8/16"
 33,000' 6/4", 8/16"
 5,000' 8/4", 1 1/4"
 9,000' 8/4", 1 1/4"

Reg. No. 1 Com.
 8,700' 10/4", 8/16"
 2,500' 10/4", 8/16"
 17,500' 10/4", 8/16"
 2,500' 10/4", 8/16"
 12,700' 12/4", 8/16"
 36,000' 12/4", 8/16"
 6,000' 12/4", 8/16"
 2,900' 12/4", 8/16"
 37,000' 12/4", 8/16"
 16,500' 10/4", 8/16"
 37,000' 12/4", 8/16"
 3,400' 16/4", 8/16"
 11,500' 18/4", 8/16"
 11,000' 20/4", 8/16"
 600' 24/4", 8/16"
 3,500' 6/4", 8/16"
 2,800' 6/4", 8/16"
 1,800' 6/4", 8/16"
 5,000' 12/4", 8/16"
 12,000' 16/4", 8/16"

R. J. DARNELL, Inc.

Send in your order now for

SAP GUM
 16,000' 5/4" No. 1 Com. & Btr.
 18,000' 4/4" 1a & 2a
 28,000' 4/4" No. 1 Com.
 45,000' 4/4" No. 2 Com.
 14,000' 4/4" No. 2 Com.
 35,500' 5/4" 1a & 2a, 1a & 2a
 244,000' 5/4" Com. & Btr.
 29,000' 5/4" No. 2 Com.
 14,000' 5/4" 9 to 12, Box Boards
 6,500' 4/4", 38" & up, Panel

RED GUM
 35,000' 4/4" 1a & 2a, Plain
 83,000' 4/4" No. 1 Com. Qtd.
 25,000' 4/4" 1a & 2a, Qtd.
 112,000' 4/4" No. 1 Com. Qtd.
 43,000' 4/4" 1a & 2a, Qtd. Fir
 25,000' 4/4" No. 1 Com. Qtd. Fir
 22,000' 5/4" 1a & 2a, Plain
 44,000' 5/4" No. 1 Com. Qtd.

OAK
 55,000' 4/4" 1a & 2a, Plain Red
 30,000' 4/4" Com. & Btr., Soud
 20,000' Wormy
 36,000' 5/4" 1a & 2a, Plain Red
 40,000' 5/4" Step Plank
 12,000' 5/4" No. 1 Com. Plain Red

The Mossman Lumber Co.

SAP GUM
 150,000' B.B. 4/4", 15/17", 10/16", 6 Mo.
 175,000' FAS 4/4", 13/17", 10/16", 4 Mo.
 300,000' FAS 4/4", 6/12", 10/16", 4 Mo.
 500,000' No. 1 C 4/4", Reg. Width, 4 Mo.
 300,000' No. 2 C 4/4", Reg. Width, 4 Mo.
 250,000' No. 1 & 2 C 5/4", Reg. Width, 4 Mo.
 150,000' QTD. SAP GUM
 50,000' No. 1 C B, 3/4", 12 Mo.
 150,000' FAS 5/8", 4 Mo.
 190,000' No. 1 C B, 3/4", 12 Mo.
 75,000' FAS 3/4", 6 Mo.
 20,000' No. 1 C & B, 8/4", 8 Mo.

QTD. RED GUM
 150,000' No. 1 C 4/4", 3 Mo.
 75,000' FAS 4/4", 3 Mo.
 50,000' No. 1 C & B 5/4", 6 Mo.
 75,000' No. 1 C & B 5/4", 6 Mo.
 20,000' C & B, 8/4"
 38,000' FAS 5/8", 3 Mo.
 75,000' No. 1 C & B 6/4", 6 Mo.
 45,000' No. 1 C & B 8/4", 6 Mo.
 110,000' 6/4" 8/16"
 12,200' 8/4" No. 1 Com.
 11,200' QTD. SAP GUM
 33,450' 6/4" Com. & Btr.
 107,000' 6/4" Com. & Btr.
 105,985' 16/4" Com. & Btr.

ELM
 75,000' No. 1 C & B, 12/4", 8 Mo.
 75,000' Reg. Width & Length

J. W. WHEELER & CO.

QTD WHITE OAK
 15,000' FAS 3/4", Reg. Width & Length, Dry
 12,000' No. 1 Com. 4/4", Reg. Width & Length, Dry
 23,000' C. S. Strips, 1/4", 1/4" to 4/4"
 30,000' Reg. Length, Dry
 17,000' Com. strips, 4/4", 4 to 4 1/2"
 4 1/2" Reg. Length, Dry
 15,000' PLAIN WHITE OAK
 200,000' Reg. Width & Length, Dry
 200,000' No. 2 Com. 1/4"
 18,000' No. 1 Com. 5/4"
 14,000' No. 2 Com. 5/4"
 1,000' No. 1 Com. 8/4"
 70,000' C & B, 12/4"

PLAIN RED OAK
 300,000' No. 1 Com. 4/4"
 200,000' No. 2 Com. 4/4"
 52,000' No. 1 Com. 5/4"
 25,000' C & B, 8/4"
 20,000' C & B, 10/4"
 30,000' Log Run, 12/4"
 30,000' Log Run, 12/4"
 3,000' Log Run, 12/4"
 18,000' PLAIN RED GUM
 123,000' No. 1 Com. 4/4"
 12,000' No. 1 Com. 5/4"

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QUARTERED RED GUM
 Com. and Btr., 4/4"
 Com. and Btr., 5/4"
 Com. and Btr., 6/4"
 Com. and Btr., 8/4"
 Com. and Btr., 16/4"

PLAIN RED GUM
 Com. and Btr., 4/4"
 Com. and Btr., 5/4"
 Com. and Btr., 6/4"
 Com. and Btr., 8/4"

QUARTERED UNSORTED GUM
 Com. and Btr., 8/4"
 Com. and Btr., 10/4"
 Com. and Btr., 12/4"

PLAIN SAP GUM
 Com. and Btr., 4/4"
 Com. and Btr., 5/4"
 Com. and Btr., 6/4"
 Com. and Btr., 8/4"

ELM
 Log Run, 6/4"
 Log Run, 8/4"
 Log Run, 12/4"

ASH
 No. 1 Com., 5/4"
 No. 1 Com., 6/4"
 Com. and Btr., 8/4"

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PLAIN RED OAK
 18,100' 4/4" FAS
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 49,320' 8/4" FAS
 29,225' 12/4" Com. & Btr.
 135,500' 4/4" Com.
 95,100' 5/4" 4" Com.
 11,370' 6/4" Com.
 17,520' 8/4" Com.
 28,600' 6/4" FAS
 17,225' 16/4" FAS
 58,550' 12/4" Com. & Btr.
 11,370' 16/4" Com.
 12,200' 8/4" No. 1 Com.
 33,450' 6/4" Com. & Btr.
 107,000' 6/4" Com. & Btr.
 105,985' 16/4" Com. & Btr.

PLAIN WHITE OAK
 28,600' 6/4" FAS
 17,225' 16/4" FAS
 58,550' 12/4" Com. & Btr.
 11,370' 16/4" Com.
 12,200' 8/4" No. 1 Com.
 33,450' 6/4" Com. & Btr.
 107,000' 6/4" Com. & Btr.
 105,985' 16/4" Com. & Btr.

QUARTERED WHITE OAK
 15,540' 8/4" FAS
 25,000' 6/4" FAS
 4070S/WOOD
 200,300' 4/4" No. 1
 332,780' 5/4" No. 1 Com.
 285,200' 4/4" No. 1 Com.
 290,000' 5/4" No. 1 Com.
 68,780' 6/4" No. 1 Com.
 250,000' QTD. RED GUM
 133,310' 6/4" FAS
 112,270' 8/4" FAS
 112,270' 10/4" FAS
 75,650' 6/4" No. 1 Com.
 155,200' 4/4" FAS
 112,270' 10/4" FAS
 353,120' 6/4" FAS
 102,000' 6/4" Com. & Btr.
 143,000' 8/4" No. 1 Com.

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 24,000' FAS, 1/4"
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 20,000' No. 1 Com., 1/4"
 45,800' Chr. Strips, S. N. D., 1 1/4" to 1 3/4"
 9,000' Chr. Strips, S. N. D., 1 1/4" to 1 3/4"
 22,000' FAS, 1/4"
 59,000' FAS, 1/4"
 12,000' FAS, 1/4"
 70,000' No. 3 Com., 1/4"
 50,000' Log Run, 1/4"
 63,000' Log Run, 1/4"

QUARTERED RED GUM
 74,000' FAS, No. 1 Com., 1"
 29,000' FAS, No. 1 Com., 1"
 15,000' FAS, No. 1 Com., 1"
 35,000' No. 1 Com., 1"
 32,000' No. 1 Com., 1 1/4"
 15,000' FAS, No. 1 Com., 1 1/4"
 30,000' FAS, 1 1/4"
 30,000' No. 1 Com., 1 1/4"

QUARTERED BLACK GUM
 60,000' No. 1 Com., 1 1/4"
 20,000' FAS, No. 1 Com., 1 1/4"
 100,000' Log Run, MAPLE
 100,000' Log Run, MAPLE
 74,000' FAS, No. 1 Com., 1"
 29,000' FAS, No. 1 Com., 1"
 15,000' FAS, No. 1 Com., 1"
 35,000' No. 1 Com., 1"
 32,000' No. 1 Com., 1 1/4"
 15,000' FAS, No. 1 Com., 1 1/4"
 30,000' FAS, 1 1/4"
 30,000' No. 1 Com., 1 1/4"

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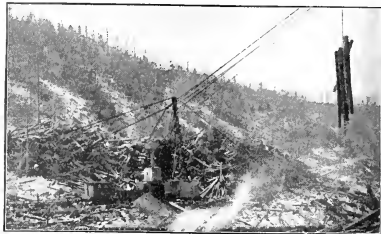
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15M 4 1 No. 1 Com.	15M 6 4 No. 1 & 2 Com.	10M 6 1 No. 2 Com.	10M 6 1 No. 2 Com.
15M 2 1 No. 2 & Btr.	10M 8 4 No. 2 & Btr. Unsel.	12M 6 4 No. 2 & Btr.	12M 6 4 No. 2 & Btr.
75M 6 4 No. 2 & Btr.	20M 10 4 No. 2 & Btr. Unsel.	15M 6 1 No. 1 Com.	15M 6 1 No. 1 Com.
BIRCH		80M 12 4 No. 2 & Btr. Unsel.	12M 10 4 No. 2 & Btr.
20M 4 1 No. 1 & Btr. Unsel.	50M 4 1 FAS. Bld.	10M 12 4 No. 2 & Btr.	10M 12 4 No. 2 & Btr.
20M 4 1 No. 2 Com.	6 4 FAS. Bld.	SOFT ELM	
15M 1 1 No. 1 Com.	HARD MAPLE		10M 4 1 No. 1 & No. 2 Com.
15M 1 1 No. 1 & Btr. Unsel.	20M 4 4 FAS.	10M 6 4 No. 2 & Btr.	10M 6 4 No. 2 & Btr.
15M 1 4 No. 1 & 2 Com.	25M 4 4 No. 1 & Btr.	75M 12 4 No. 2 & Btr.	

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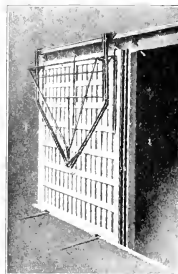


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Hardwood Record

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Published in the Interest of the American Hardwood Forests, the Products thereof, and Logging, Saw Mill and Woodworking Machinery, on the 10th and 25th of each Month, by

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CHICAGO, JUNE 25, 1918

No. 5



Review and Outlook



General Market Conditions

THE BIG GATHERING of hardwood men in Chicago last week gave a great opportunity for study of the problems within the industry. The ever present question, of course, pertains to markets, to the probable quantity and extent of orders and to developments likely to occur in regard to prices. While this phase of the hardwood business is being pressed for first importance by the question of labor, the two are directly allied and are usually discussed together.

Normally, there are always some people who take perhaps a too optimistic view of markets and can always be counted upon to claim excessive sales and stock piles cleaned up. However, under normal circumstances there are always some on the opposite side of the fence and the actual situation can be arrived at by discounting one against the other and determining a happy medium.

As it is today, though, the unanimous pronouncement is that hardwood lumber is sold up, that prices are governed merely by ability to furnish stock, that there is not the slightest chance of production, over-topping demand. The situation might be best described by the statement that very few hardwood men today would be willing to sell stock that they did not have actually bought. The significance of this description lies in the fact that prices climb so rapidly that it would not be safe to sell at a certain figure without knowing definitely that the material sold could be purchased at a figure leaving room for a reasonable profit. It is so difficult to locate any quantities of salable material in almost any line that in the length of time necessary to locate stock with which to cover an order, it is likely that the price would have climbed to such an extent that the delivery would be made at an actual loss.

As far as labor is concerned, this condition is almost beyond description and forms an absorbing topic of conversation whenever hardwood men get together. There is a good deal of speculation as to what the outcome will be, as it is inconceivable that conditions can go on indefinitely as they are going today. There must be a limit somewhere to the extent to which labor can dictate its terms of employment, especially as the government is specifying returns which may be received for the product of manufacturing operation.

Put Pep and Patriotism in Letters

AMERICAN BUSINESS MEN who want to put the United States through the war on the winning side can help to that end by never overlooking an opportunity to put that sentiment into their business letters. The right tone tells, if it is only a word or two. It shows to the man who reads the letter that there

is push in it, not only a business push, but a patriotic push as well. The patriotic spirit is contagious. It spreads from man to man. A word of pep here, a point of push there, will amount to an enormous force if everybody is doing it.

The immediate result may be expected in our own country and among our own people; but that should not be the limit of the propaganda. Put the same sentiment in business letters which go abroad. Let them convey the impression that there is solid support among our home people for the war in which we have engaged, and that nobody here is apologizing for any step we are taking or are liable to take. Never apologize for your politics, your religion, or your country; and in writing to foreign correspondents sound that sentiment as clear as a bell. Letters sent to distant lands will be read carefully to detect what we are thinking of the war and what is our attitude toward it. Make that matter plain; and say it so pointedly that the recipient of your letter will not need to "read between the lines" to find out what you are thinking about and what you are doing at this critical period in your country's history. Make it so clear that the reader not only may understand you if he will, but so clear that he must understand you whether he will or not.

Letters to foreign countries are liable to be read by persons who are not very friendly to us or to our cause, and who will catch at any word or phrase which seems to imply that we are not in this war soul and body. Do not let any of your letters afford comfort to any man who might find comfort in our lukewarmness. Let your letters, in a word, or line, or postscript, or elsewhere, shoot pep, ginger and patriotism every time and on every occasion. It will help to set us square with friends and enemies.

The Future Promising

A PROMINENT MEMBER of the National Hardwood Lumber Association and a man who has been active in the formulation and execution of many of the association policies is quoted as having made a very apt reply to recent accusation. He was accused of being always mixed up in association controversies because he loves a fight. The reply was that he does not love to fight for the fight's sake, but rather that he loves harmony and is willing to fight to secure it.

Men's minds often meet more closely when through active combat, either physical or mental, they have learned each to appreciate the other's virtues and qualities which might not be brought out were events to proceed in a tranquil manner. Many a man has remained as a light under a bushel until some question of principle has brought him out of himself and demonstrated to the

world the qualities which before had been but potential.

In developing their campaign in favor of the so-called "Brown Resolution," the proponents thereof necessarily stirred up antagonism, and in a measure, distrust of their motives. It might be well here to interject the remark that this resolution is incorrectly named as Mr. Brown was not individually responsible for it. He acted merely as the appointed spokesman of those signing. Had the resolution gone through without any particular effort or scrap, it is certain that those opposing it would have retained the wrong impression they had gained as to the motives of its originators. However, in the arguments pro and con the real motives of its advocates were demonstrated and the outcome was a negative vote merely as to the wisdom of the measure. It was demonstrated to the thorough satisfaction of those on the negative side that nothing but the sincerest of motives prompted the promulgation of the idea.

As the opposition was imbued with a similar spirit of sincere belief in the principle behind their stand, the outcome was a truer appreciation by each side of the merits of the other's case and of the honesty of the other's purposes.

In the discussion of the resolution there was one common line of hope expressed and that had to do with the future of the industry. At the conclusion of the debate there was probably a more unified sentiment in favor of some mutually acceptable means of amalgamation of all of the forces within the hardwood industry than ever before. This came through an appreciation of the fundamental necessity for such amalgamation. The day of co-operation has been succeeded by the day of fusion—of actual unification rather than mere harmonizing. The spirit of the entire hardwood industry as represented at this inspiring meeting is unitedly behind any effort that would bring about amalgamation of a practicable form. Thus the future is bright and the hope for one single body representing the hardwood industry of America is justifiable.

Cause and Effect

WHILE FEW EMPLOYERS are speedy enough to keep abreast of present day labor demands, the importance of this insatiable appetite for more pay and less work is so keen that it occupies a position of major consideration. The big question is, "What will be the outcome?"

The government has set selling prices on softwoods and will probably now take up prices on hardwoods. This will result in an arbitrary figure above which the trade cannot go. At the same time the cost of manufacture continues its dizzy climb, with the cost of labor the main rung in the ladder. The outcome will be either a price level that will amply cover increased cost and of an elastic nature that will take care of further advances, or an arbitrary figure will be set at what Washington thinks should be the cost but which might very easily result in loss.

As cost figures are now well understood, it is inconceivable that any manufacturer would continue operating if government selling prices reveal actual loss on his product. Thus, to guard against this possibility and to protect their individual businesses, hardwood lumbermen must have one representative body in Washington, which will put up a clear-cut case covering present conditions and all possible contingencies.

If the hardwood lumber trade is represented through the delegates of a variety of associations, the chances are that resulting prices will be disastrous to production as well as to profit. Co-operation is not sufficient. Amalgamation of interests is essential.

Russian Timber Exports

RUSSIA HAS GONE TO PIECES for the present, and is overwhelmed with debt, and at this time has little desire and small ability to pay; but when sanity returns to that peculiar people, they will find it necessary to provide for the payment of this debt. Men who are looking ahead are already figuring out ways and methods of doing this. An article in a current magazine by A. J. Sack presents some statistics on Russia's forest resources as a

means of paying the billions of dollars due to home and foreign creditors.

The astonishing statement is made by this writer that Russia, including Siberia, has 1,125,000,000 acres of timber, which is 63 per cent as much as all the rest of the world possesses. This resource is already being set aside by Russian economists as a fund to pay the country's debts. The timber must be manufactured and marketed, and the work will require years; but while it is being done, the world's markets will be flooded with Russian lumber.

The effect upon America's lumber business should be considered. Except oak, which is generally known in the market as Japanese oak, it is not probable that much Russian timber will come to the United States; but it will compete with our lumber in other markets, notably those of Western Europe, and perhaps those of eastern Asia, western South America, and the Pacific islands. To that extent our lumber business may be hurt by the flood of forest products from Russia. In normal times Germany received forty-eight per cent of its lumber imports from Russia, and England's per cent of timber imports from that source was nearly as large.

Lumber shipments from Russia will come from the Baltic, from the Arctic Coast of Russia proper and of Siberia, and from the Pacific Coast of the latter country. The principal lumber markets of the world can be reached from those points.

The Conscription of Wealth

TALK WITHOUT MUCH THOUGHT back of it is being heard about the conscription of wealth for carrying on the war. The idea that seems to be held by most people who do this talking is that property should be drafted into service and used by the government; that instead of selling bonds from time to time, and collecting taxes for war expenses, the government ought to take property and use it.

The government has the right to do this as a war measure. It can take men and it can take property to the last man and the last dollar, and it can be done according to law; but some things are lawful which are not expedient, and the seizing of property is, in most cases, inexpedient, and therefore should not be done. Most of the talk has been on the subject of seizing sawmills and timberlands; but something is heard also of the conscription of agricultural lands, manufacturing plants, mines, railroads, and other property.

The government is already getting the use of all the wealth in the country, and what more could it get by taking possession of the property? The production is all it can use. The output of the mine, of the sawmill, and of the factory is all that counts. The farm cannot assist the government, except by furnishing grain, hay, and other foods and provender, and it is already doing that. Sawmills can do no more than furnish lumber, and they are already doing that. If the government should take possession of farms, it would be obliged to till them; and it cannot do it so effectually and so economically as the owners of the farms can do it, consequently, to conscript agricultural land would certainly result in smaller production. In almost every instance the owner is the best manager of property. He is skilled in its use, and he knows how to bring best results. Only in cases where owners of property are not making it produce so much as it ought, would the government be justified in seizing the property and assuming its management. If the owner of a mine should refuse to dig coal, or would not sell it at a reasonable price, the government could and ought to take possession and increase production; for it cannot be too often or too strongly emphasized that in carrying on the war, it is production and not the property itself that counts.

Liberty loans are paid from the earnings of property in private hands. Property in government hands pays for no bonds. Experience has shown that the private business man is the most efficient business man; and it would seem to be the part of wisdom to leave private property in private hands, and thus assure the largest and most economic production for the use of the government.

Twenty-First Annual National Hardwood Lumber Association Held at the Congress Hotel, Chicago, June 21 and 22



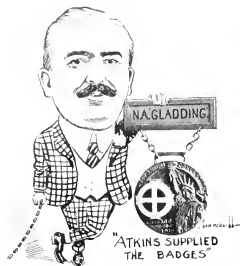
C. A. GOODMAN, MARINETTE, WIS., ELECTED PRESIDENT

C. A. Goodman, the newly elected president of the National Hardwood Lumber Association, is a noted lumberman and position in the hardwood industry. He is from Marquette, Wis., where he is secretary of the Sawyer and Lumber Company. He comes from a family of lumbermen.

Mr. Goodman has never sought his present position in trade activities, but has simply followed his lead. However, his com-

pel has always been high in the matter. He has been president of the National association of sawmillers, and has been president most recently. He is also the president of the Wisconsin Lumber and Hardwood Manufacturers Association and is a recognized power in that organization. His industry knowledge and ability is a degree of his own organization's of products that lead to a production of high quality.

The Story of the Meeting



The National Hardwood Lumber Association held a two days' session in Chicago June 20 and 21. It was the twenty-first annual meeting, and the sessions were held in the Congress hotel. President John M. Woods called the meeting to order and opened the session at 10 o'clock. The customary address of welcome by the mayor of Chicago was dispensed with in order to save time, and after singing the national anthem and the Marseillaise, the president proceeded at once to the delivery of his address, which follows with very slight abridgment:

President's Address

I want to sound a note of warning. Unless it is heeded, the government may step in and fix the price and inspection on your lumber and mine. I believe, generally speaking, that the asking price of hardwoods is not out of proportion to the cost of production, but there is in some quarters an impression that it is. Let us all be able, from our records, to show the opposite. "He that maketh haste to get rich, falleth into a snare. Be wise in time and not kill the goose that lays the golden egg. Be satisfied with a fair and reasonable profit. Don't let a decision obtain that the lumbermen of the nation are making the necessities of the nation their opportunity. The first consideration is win the war."

INSPECTION

Our able inspection rules committee will submit for your consideration rules for the inspection of what is generally known as bill material, such as cut stock and material along that line. A number of requests have come for such rules. In view of the many manufacturers and dealers in this kind of material, I believe the report of the committee should be adopted. We have rules for the inspection of mahogany. There are probably ten who make or handle this material to one who makes or handles mahogany. It must be most gratifying to the present and past inspection rules committees and all our membership that not a single request is legally before us today for any changes in the present rules. I want to publicly thank the rules committee and its able chairman. Large, fair, able men have been in all the past chairmen of this, the most important committee, but none more able, fair and just than the present chairman, John W. McClure.

Our association has justified its existence and demonstrated its usefulness when it has been able to formulate and put in practical operation, a set of inspection rules for hardwood lumber satisfactory to the United States government and its allies, and in safe bonds to ninety-five per cent of the manufacturers, wholesalers and consumers of hardwood lumber. I received from T. M. Brown of Louisville, Ky., a circular letter signed by thirty-eight individuals, firms and corporations, all able, representative men in the hardwood industry. For each one of them I have the highest personal regard. I read and reread the circular, so as to get the full gist of what it means and said to myself in the utmost good feeling and Christian spirit, what the man said of the bill that tried to stop an express train: "I admire their courage, but damn their judgment."

Mr. Brown asked me to wire my consent to the use of my name on the circular. To that request I said, no. Neither as president nor as a loyal member of this association could I endorse anything that I believed was against its best interests. If this petition, under the same conditions and circumstances, were presented to either house of Congress, it would be pigeon-holed and never see the light of day. Or, if presented to any legislative body that I have been a member of, or know anything about, the answer to it would be "Leave to withdraw."

The speaker of the national House of Representatives said this on the last day of last month, "You cannot change the rules to conform to any particular case, because the speaker and all members of the house together, want to do it. You have not to have some kind of a standard on which to go." This association has a standard in its constitution, by-laws and book of rules. When these resolutions were written, evidently one thing was forgotten. In Massachusetts, national inspection is a state law, and the national inspector is a sworn state officer. Every buyer of lumber can have our inspection if he requests it, and our courts have all decided that lumber is what the inspector makes it, and not what the seller calls it; and the seller can only collect in measurement and quality on the inspector's certificate. No five men, or five hundred men, can discharge the duty of the governor of the commonwealth is the only man who can, so as far as

the Boston market is concerned, if these resolutions were adopted here, they would be a dead letter there.

FULL DISCUSSION DESIRABLE

Your president has neither the desire nor inclination to prevent the fullest discussion of these resolutions or any other matter relevant to the association, but it appears to the chair that beyond a full and free discussion of this matter of the resolutions we cannot legally go. It has been suggested that a committee be appointed to consider this matter in all its bearing, and make a report as our by-laws provide, to the next annual meeting. I shall not enter into a discussion of the merits or demerits of the resolutions, leaving that part to our membership. It goes without saying that the uniformity of all the hardwood products, and one set of inspection rules for all, is a most desirable thing to have.

This association of able, experienced men is the avenue by which these results can be secured. The door is open under our constitution for every legitimate manufacturer and wholesale dealer in hardwoods. Once in a while we hear talk that the manufacturer or wholesaler is the whole thing. One is just as important as the other, no more, no less; both working together in harmony are the whole thing. This association, with a membership probably as large as, or larger than, all other hardwood associations combined, with a definite fixed purpose that it has never shifted or wavered from, knowing no section or class separate from any other section or class, with quick assets abundant to finance all its operations and pay its obligations, and a good balance always in the treasury, is it not a fair inference, with all these facts and benefits in view, and twenty-one years of steady growth in numbers and influence behind us, we should continue in the future as in the past, to manage our own affairs, instead of delegating the authority to outsiders of whom we have no voice or vote in the selection? The door may be open now, but it always has been. There is anything connected with the association are desired by one or few of our members, they have been through the regular channels and in accordance with our by-laws. Your president most respectfully says, it would have been a courteous thing to do, before sending this petition to every member of our association, to have consulted with its legally constituted officers and the chairman of the inspection rules committee.

Under the authority given last year to the president, he has kept close watch on national legislation, especially in relation to labor legislation, and has selected and representatives that the lumber industry is essentially in all its branches, an outdoor and fair weather business; that as the farmer can only make hay when the sun shines, just so the lumberman cannot haul his logs to mill or cars when heavy rains have made it impossible, and the same applies to shipping lumber or yard work; and it seems a fair proposition if men can be conscripted to be killed, they ought to be conscripted to work.

Men can legally organize to fix hours and price of labor, but if lumbermen organize to fix the price on lumber, a heavy fine or term in the penitentiary awaits the violator. Labor unions, if properly managed, are a benefit, but if not, under unscrupulous leaders, they are a grave danger and menace to the business and liberties of the nation. "Of some of the labor leaders a former mayor of Boston said, "They are laboring men who never work." Their power largely consists in that they are supposed to have and control votes.

TAXATION

That the nation is doomed to pay high taxes in the future is inevitable. President Wilson has decided that we need a new revenue bill, and the ways and means committee has started promptly in its preparation. All the news from Washington indicates its drive primarily against the big income. It will be useless to object. The only thing we can do is to pay our taxes and be as cheerful about it as possible. Monetary considerations are fine as wholly secondary. Let us win the war by such devices as our authorities decree, and when we have done so, then we can discuss among ourselves the means of carrying the load down the long highway.

Your president, with the consent of the executive committee, petitioned congress to allow the excess profit and income taxes paid in quarterly installments. This petition was presented in the Senate by Hon. Henry Cabot Lodge, and in the house by Hon. J. W. Forney.

I want to call your particular attention to house bill 11296, introduced by Representative McArthur of Oregon. "To prevent interstate commerce in timber upon which labor has been permitted to work more than eight hours and for other purposes." I have had printed 1,000 copies of the bill, so that every member can read its provisions. I believe this association should pass as emphatic resolutions against it as it is possible to write, and I urge every member to write to his senators and representatives in Congress, protesting against the passage of any such drastic, unnecessary, unpatriotic legislation.

Tragic as the present struggle in Europe appears, it is doubtful if its decisions prove more momentous in their bearing on the progress of mankind than did the verdict of Antietam and of Appomattox. We then decided, comparatively frail and puny as we were the instruments with which on both sides we made the test, that this was to be an eternal republic, and that whatever changes we might make in constitutional methods, we were committed to oneness of authority over the greatest heritage of natural resources on the western hemisphere.

Time will not suffer to catalog the inspiring figures of that struggle. The "Old" and "New" England, the Army, the Navy, one may say that he could imagine no future—say a thousand years hence—which would not pause to record in its standard histories, the Civil War in America,

with the devotion which it requires. It is the outstanding peaks in all human experience. He could have written the complete history of that time so compact as to fit in the palm of your hand, because the world could not forget the son of NAHSH. He could have written the great prophet of our democracy, and the strongest courage and the upholders of every kind of what we mean by the American ideal and opportunity.

No period in my life gives me a greater satisfaction than the three years' service in the Union Army does. We have a common ideal and personal history. For this splendid hour of our country's history no advice is necessary. I know for all of us as well as for you, the entire time when the question may be asked, "In the great emergency, the world has ever seen for liberty and democracy, what did you do for it?" I feel that each one of us can stand up erect, hand on our heart, and answer, "I did my full duty to God and country."

Secretary's Report

At the conclusion of the address by President Woods, the secretary-treasurer, Frank F. Fish, presented his report, as follows:

On the occasion of our former meetings reference was made in the secretary-treasurer's report to the fact that our country was at war. Today we may go a step further and note with no little feeling of pride and gratification that our country is not only at war, but that it is in the war. One year ago the war was an abstract proposition, something that was still remote and far away from our hearts and homes; but, during the past year, as you all well know, the war has become a very concrete thing to all of us, because it has come very close to every fire-side in this whole land, and each one of us is paying toll, not only in treasure, but also in anguish of heart for those young men who have gone over there to grapple in a death struggle with the Hun. But it is not the anguish of despair, but rather the anguish of unshared grief. We are so proud of those boys in khaki that it hurts, because we know that the result is to be. There is no doubt whatever in our souls as to the ultimate outcome of the struggle. The German Beast is going to be beaten to his knees and a punishment is to be meted out to him which will be fully commensurate to the nature of the crime which he has committed against humanity. The only uncertain factor in the retributive equation is the length of time that is going to be required to do the job; but the job is going to be done, and well done, and we are all going to do our part in seeing the thing about as quickly as possible.

This spirit of helpful determination is not confined solely to individuals, but is embraced by many organizations as well. To afford some expression of its attitude toward the war, the membership of this association, by resolution, at the last annual meeting, authorized the secretary-treasurer to subscribe to the Liberty Loan and to the Red Cross Fund, and subscriptions were made to the First Liberty Loan of \$100,000, and \$1,000 to the Red Cross Fund.

But in another manner this association has rendered far greater assistance to the Government than is implied by its modest financial support. When it became evident that large supplies of hardwood lumber would be required by the government for various purposes connected with the prosecution of the war, the good offices of the National Hardwood Lumber Association were promptly tendered to the government to assist in making these purchases. Owing to the lack of definite organization in Washington, this offer was not finally accepted until October of last year, when the newly appointed director of lumber invited this association to open a war service bureau in Washington. This bureau was opened January 2 of the current year, and was presided over by the secretary-treasurer

in person. Since that time the association's research with respect to the prospective needs of the government and its allies for hardwood lumber, the purchase of the government's stock, the supply and supply contracts, the work of the secretary-treasurer in constant contact with the lumber men, the important matters having to do with the purchase of lumber, and the administrative assistance in the location of stock, have all been given especially urgent attention.

In addition to the work of the bureau a committee and accepted of the association's service to the government, a result made possible by the lumber men's cooperation, has been the securing of the government's stock certificates, the securing of the stock for settlement in full for the stock without the payment of interest in most cases before the stock would have had arrived at its usual destination. This is a service to the lumbermen and to the government that cannot be duplicated by any other organization, and should be appreciated for its reliability and convenience, by all parties engaging in such transactions. In conducting this work at Washington, the association has attempted and accomplished two main objects. It has brought those who are in a position to supply stock suitable for governmental requirements in touch with those who are trying to locate such stock; and it has provided a system for certification of grades and quantities of lumber in a manner wholly satisfactory to both parties to the transaction. At this date the offices of this association command the highest respect of the government and its allies, and no day passes without a request of some nature coming from them for advice or assistance in meeting the problems of supply and delivery by which these governmental departments are confronted, and all of these requests receive the most prompt and careful attention possible to bestow upon them.

After the war service bureau had been maintained in Washington for about two months the secretary-treasurer believing that he was sufficiently familiar with the requirements of the situation from close personal contact with the departmental heads, and that the work could be continued quite as efficiently from the Chicago office of the association, as by a continuation of a separate office in Washington, with the permission of the director of lumber, the Washington office was closed and the files and records pertaining to the bureau were moved to Chicago. This change in location, however, made no change in the work being performed by the association in the interests of the government and its own membership, as the number of transactions passing through the office every day amply witnesses.

VALUABLE SERVICES

In this necessarily brief outline of the small part in the great national program which this association has taken, mention should be made of the invaluable service rendered both the government and the entire hardwood industry by some of our directors and active members. I refer to Horace F. Taylor of Buffalo, N. Y.; Walter E. Chamberlain of Boston, Mass.; Charles H. Wraymister of Chicago, and M. E. Munkler of Boston. These gentlemen, acting as assistants and advisers to Robert H. Bowman, director of lumber in the Council of National Defense, have made unselfish sacrifice of their own business interests. They have spent months in Washington at their own expense, without any compensation whatever, and have labored under the most trying working conditions. George E. Breece, our director from Charleston, W. Va., who is now Major Breece, has been placed in charge of the production of spruce for airplane construction on the Pacific Coast, and, as a result of his careful study and scientific research, our government is now securing greatly increased



HON. JOHN M. WOODS, BOSTON, MASS., RETIRING PRESIDENT



HORACE F. TAYLOR, BUFFALO, FIRST VICE-PRESIDENT



J. W. MCCLURE, MEMPHIS, SECOND VICE-PRESIDENT



C. H. WORCESTER, CHICAGO, THIRD VICE-PRESIDENT

quantities of suitable quality for airplanes. I am sure that this membership will extend to these gentlemen a unanimous expression of gratitude for the services rendered the lumber industry.

In this connection it is, perhaps, proper to state that the National Hardwood Lumber Association has financed its war service bureau from its own treasury, making no charge or assessment against any member and asking no compensation whatever from the United States government or any of its allies. Your officers and directors were unanimous in the opinion that the small surplus in the association treasury could not, under any circumstances, be applied to a better or more worthy cause than that of assisting the winning of this war.

MEMBERSHIP DATA

The general uncertainty in business, due to the war, has made progress difficult, but the largest net gain in membership since the beginning of the war in 1914 has been registered this year, and we have been honored through admitting by far the biggest, best and most influential organization in the world. I refer to the United States government, which now secures official inspection in all departments on direct application of the officers in charge. Since the 1917 convention, held in Chicago on June 14 and 15, 125 new applications have been received, of which 5 were rejected on account of being ineligible or undesirable. The record of failures and withdrawals from business number 69; 14 have been taken from the list on account of being delinquent in the payment of dues; and 4 have resigned. The total number of new applicants favorably passed upon by the directors and admitted to membership during the year is

220, which brings the present number of members in good standing to 932. Reviewing the new members admitted shows a large majority to be operators of sawmills; and in the list will be found a number of representative producers whose names have not previously appeared on our membership roster. In this campaign for new members, extreme care has been exercised to cull the prospect list of all concerns of doubtful standing, and "quality, not quantity" has been our aim.

During the year four meetings of the executive committee and board of managers have been held. With the single exception of the board of managers meeting on January 23, when weather conditions tied up all transportation lines, these meetings have been well attended, showing the most active interest on the part of all officers and directors. Fewer complaints and disputes in connection with the inspection department have been submitted to the board of managers than in any previous year since the establishment of that service.

Your attention is again invited to the important work being performed by our reporting department. Volume VI of the Consumers' Register, issued in August, 1917, and Volume VII, issued in April, 1918, contained the annual hardwood requirements of about fourteen hundred hardwood buyers, with total annual requirements of over three billion, seven hundred and fifty million feet. The fact that the buyers' interests are advanced jointly with those of the hardwood manufacturer and distributor, makes these results possible; and our files contain many letters from members strongly commending this department of the association work.

INSPECTION WORK

It is my belief that decided progress has been made during the year toward securing more uniform application of the rules of inspection. The increased demands upon the inspection bureau have been met, with few exceptions, with prompt and efficient service; and members from all sections of the country, with whom I have come in contact, have expressed the opinion that the present force of inspectors in the employ of this association is the most competent that can be secured. The additional volume of work created by the requests of our government and its allies, has necessitated additions to the inspection force, but as a partial offset to the total, the weather conditions during three of the winter months, and consequent railroad paralysis, rendered work by the inspectors in many of the large markets and important producing sections, impossible. The figures of the inspection department for the year ending May 31, 1918, showing the quantity of lumber inspected in each market and district, with amounts earned and exact cost of maintenance, are as follows:

Market	Feet	Earnings	Expense
Chicago, Ill.	13,657,748	\$8,509.10	\$9,293.18
Grand Rapids, Mich.	12,266,497	7,821.45	5,955.22
St. Louis, Mo.	11,549,567	7,095.06	5,741.36
Memphis, Tenn.	8,706,896	5,285.03	1,952.32
Cairo and Alton, Ill.	8,171,504	4,371.40	3,735.44
Minneapolis, Minn.	7,677,563	4,039.81	4,136.67
Petroit, Mich.	7,019,373	4,127.86	3,551.53
Philadelphia, Pa.	6,785,747	3,906.47	3,673.29
Cincinnati, Ohio	6,487,248	4,305.33	4,555.59
Louisville, Ky.	5,655,851	3,630.83	3,865.48
Buffalo, N. Y.	6,112,252	3,359.28	2,562.03
New Orleans, La.	5,856,005	3,255.72	4,162.25
New York City, N. Y.	5,724,886	2,797.18	2,247.21
Boston, Mass.	5,844,170	2,193.31	2,414.82
Bristol, Tenn.	3,739,350	2,711.64	2,225.68
Memphis, Ala.	3,062,841	1,911.41	1,846.40
Toronto, Ontario	3,062,973	2,015.10	2,459.22
Helena, Ark.	2,300,210	1,983.80	1,843.60
Nashville, Tenn.	3,097,512	1,830.53	1,855.83
Ashville, N. C.	2,962,431	1,922.38	2,265.72
Pittsburgh, Pa.	2,564,292	2,116.63	2,136.30
Cashport, Wis.	2,406,548	1,717.76	2,246.82
Alexandria and Colfax, La.	2,277,800	1,327.97	1,221.95



CHARLIE H. BARNABY AT REST

Chattanooga and Jellico, Tenn.	291,881	1,258,565	1,329,123
Clarkburg, W. Va.	117,417	926,111	1,303,707
Baltimore, Md.	256	70,000	70,000
Michigan Mills	1,023,628	2,311,099	3,334,727
Reinspections	188,235,412	1,358,541	8,658,777

Of the 188,235,412 feet indicated on the bonded certificates inspected under the bonded certificate system of the National Lumber Association, official re-inspections were made on 1,358,541 feet, or 0.72 per cent, and of that amount the original inspection was made on no more than 474, in money value on 301,457 feet, or 22.2 per cent, by the association for \$1,033,734. It will be noted that the amount of the re-inspection bureau exceeds the amount earned by \$1,034,187, or 100 per cent, which can be attributed entirely to the carrying of the same percentages on at many points, there have been weeks when the carrying factors have been high.

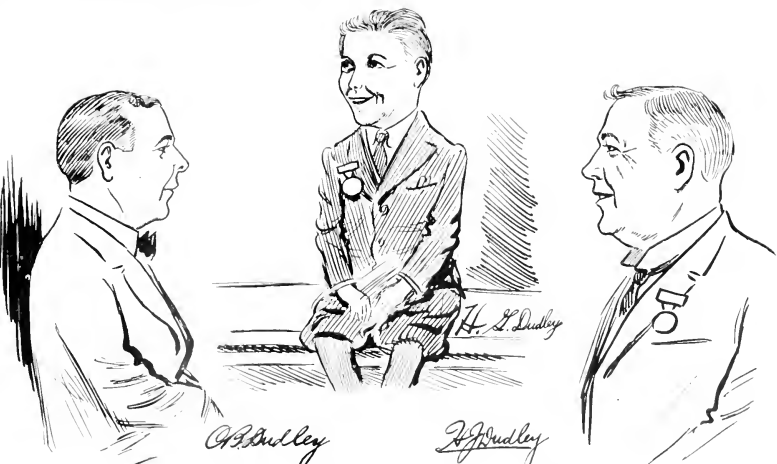
The system of inspection conducted by the association long since ceased to be an experiment and became a permanent institution, an institution which constitutes the backbone of a very large percentage of all transactions in hardwood lumber country. If national inspection were to be eliminated, the trade would be hopeless as a ship drifts upon an unknown sea without a compass. Deprive the trade of the standards which the National Lumber Association has developed for the grading and measurement of hardwood lumber, and which it is applying through its inspection department, and the same chaotic conditions would prevail in the hardwood trade that were present prior to the organization of this association. I do not believe that this statement can be controverted in any manner. Neither do I believe that any of our members who are able to remember the conditions were in the trade prior to the organization of this association, would care to return to the old order of things.

That there is some dissatisfaction with the manner in which the inspection of this association is being conducted, as evidenced by the movement now on foot to bring about a radical change in the operation of the inspection department; and, no doubt, the matter will receive the most careful and intelligent consideration of every member present at this meeting, is important, at least, justifies that quality of consideration. I feel that it is my duty to point out to this meeting in the position which it has been my privilege to occupy in this association for the past thirteen years, that there are two kinds of legislation possible of enactment at this

meeting: one is destructive and the other is constructive. The former proposes only to tear down and weaken; the latter to build up and strengthen; the former ignores the good that may exist in the present situation and would eliminate it together with the bad; the latter would keep all the good while removing the bad which is to be replaced with something better. It is within the province of this membership to determine which class of legislation this meeting will enact. Whatever is done should be done without hurry, without prejudice, and without passion, and with the sole purpose in view of improving conditions (if they can be improved) under which the hardwood lumber trade is conducted.

I am confident that whatever action is taken on these important mat-

BALANCE REPORTED AT CONVENTION, JUN. 11, 1917		\$22,215.41
RECEIPTS		
From Membership Dues and Initiation	\$ 49,016.50	
From Inspection Fees	87,456.08	
From Inspection Reports	966.49	
From Program Advertising	8,699.25	
From Bank Interest	310.84	
From Other Interest	254.64	
	116,360.23	
	\$178,515.67	
DISBURSEMENTS		
Salaries and Expenses, Secretary, Treasurer, Assistant Secretary, Chief Inspector, Inspectors and Office Force	\$112,156.81	
Printing and Printing	8,721.08	
Convention, Program, Executive Committee, Board of Managers and standing committees expense	8,600.57	
General Office Expenses, Light, Telephone, Telegraph, exchange, office supplies, etc.	2,175.50	
Miscellaneous Expense, Association dues, legal and contributions, etc.	2,375.52	
Rent	3,129.00	
Reimbursement Claims and Settlements	950.18	
Office Furniture	565.40	
War Service Bureau	2,814.52	
	\$141,479.61	



THE THREE DUPLIES—TWO FROM MEMPHIS AND ONE FROM GRAND RAPIDS

meeting; one is destructive and the other is constructive. The former proposes only to tear down and weaken; the latter to build up and strengthen; the former ignores the good that may exist in the present situation and would eliminate it together with the bad; the latter would keep all the good while removing the bad which is to be replaced with something better. It is within the province of this membership to determine which class of legislation this meeting will enact. Whatever is done should be done without hurry, without prejudice, and without passion, and with the sole purpose in view of improving conditions (if they can be improved) under which the hardwood lumber trade is conducted.

Leaving a balance on deposit at the Fort Dearborn National Bank, June 15, 1918	\$ 26,036.03
In the Gibraltar Banking Association	1,000.00
In Liberty Loan Bonds	10,000.00
Total In General Fund	\$ 37,036.03
In addition the books show outstanding accounts for Membership Dues and Initiations, \$4,765; for Inspection Fees, \$6,170.52; for Program Advertising, \$1,853; and advances to employees, \$2,358.34; a total of	15,148.86
Bringing resources in Cash and good outstanding accounts to	\$ 52,184.89

CASH DEPOSIT FUND

Balance reported at Convention, June 11, 1917.	\$600.00
Refunds	25.00

Balance in Cash Deposit Fund. \$575.00

In connection with these figures, your attention is directed to the fact that about \$7,000 of the cash in bank and accounts receivable is a temporary item, as this program advertising fund will be discussed at the close of this convention. For many years the association's finances, and particularly its bank balance, did not match the increase in its proportions and prestige. I am sure you will all agree, in view of the increased expense of operating the inspection bureau and the general uncertainty in the business world, that it is very necessary our bank balance be a respectable one and our financial status should be strengthened. On this, the twenty-first anniversary, your association is stronger than at any time in its history. It has greater influence at home and abroad than ever.



and its standing is of the highest order among all those lumber buyers, producers and distributors who only ask and expect a square deal.

Rotary has for its general motto: "He Profits Most Who Serves Best." While this concrete definition of the proper manspring of effort is a new one, I believe that I am justified in making the claim that something of the kind is what has been in my mind during the thirteen years that I

have served this association. I am certain that it has not been a selfish service. I have, at all times, given to the work the best that was in me. Neither has it been possible to compute the rewards of the service so rendered, in dollars and cents. The best thing that has come to me in this work is the certain knowledge that at all times I have had the whole-hearted support of this membership in every worthy undertaking that had for its purpose the bettering of conditions under which our trade is conducted; and as long as I remain in the service of this association, I shall attempt to deserve the same quality of support as that which in the past has so generously been bestowed upon my efforts.

The reports of the president and secretary were referred to a committee, according to custom. The committee consisted of George Osgood, J. C. West and B. C. Currie. Earl Palmer was called to make a report on the work done by and in connection with the Chamber of Commerce of the United States, and stated that he had not prepared a paper dealing with the matter, but he referred in a general way to some of the national chamber's activities. The National Hardwood Lumber Association is a member of the chamber.

Committee on Resolutions

The chairman appointed the following committee on resolutions, to whom all resolutions were to be submitted before being



F. L. BROWN, CHICAGO, DIRECTOR



W. L. SAUNDERS, CADILLAC, MICH., DIRECTOR



J. L. SCHEVE, ST. LOUIS, MO., DIRECTOR

brought before the house. U. S. Gardner I. Jones, Boston, Mass.; J. L. Browne, Detroit, Mich.; After the secretary treasurer for the banquet, the convention was in recess for the noon hour.

AFTERNOON SESSION

When the meeting was called to order at 2 o'clock, Hon. James W. McCreary, member of Congress from Michigan, addressed the convention in part as follows:

There are many great men in Congress, but we have some men who are out of place there. This morning I picked up from a chair here a copy of a bill, and I listened to the remarks of your president on this bill, which provides that no lumber shall be shipped from one state to another on which more than eight hours for a day's work has been put. That bill was introduced for no other purpose than to get the votes of the U. S. W. to get the votes of the table. I say, shame on a man that will cast his vote in Congress for no other purpose than to get the votes of the people in his district to return him to Congress. Let me do credit to the man whose name is on that bill, however. He is a high class gentleman, and did not introduce the bill for the purpose of seeing it carried into law. He was meeting the devil with me. Mr. McArthur, whose name is appended to the bill, is one of the high class men in Congress.

Fifty five per cent of the saw log timber of the United States today is found in California, Oregon, Washington, Idaho and Montana, five western states. I have had a great deal of experience in the lumber woods on the Pacific coast. The timber of the Pacific Coast is second the comprehension of the east no man who never saw the western timber. An army officer appeared before a committee of the Senate three or four weeks ago and made the statement that the reason why we had no more fighting airplanes made in this country and sent abroad was because of the lack of spruce lumber. The gentlemen was in error. A Washington lumberman followed him and said that the states of Oregon and Washington had manufactured and sold to the Federal government and had received their pay for enough spruce lumber to make 60,000 fighting airplanes, and we only had one made and sent abroad. I know that statement is correct. I am not much of a lumberman, but I have been in the business all my life.

The people of this country are doing nothing in their own government to carry on this great war. Sixty days ago I was in Germany, and I am sure that the success of this war against Germany will be accomplished as it is possible, and we are sending them about as we are.



Many will be spent lavishly; money will be lost in many ways. That money is unproductive, because it is not possible to increase this great war in an efficient and economical manner such as you are able to manage your business. There are too many over-investments; there are too many economies for loss of money. We were found without equipment when this war came upon us.

It does not require much patriotism for you and me to bid good bye to our neighbors boys to go to the war, but I tell you it requires patriotism to bid your own boys good bye and say, "Go, my son, and fight for your country."

The railroads of this country have not been fairly treated by recently passed legislation, in my opinion. The railroads of the country, before otherwise legislation began, encroached upon the rights of the people in many instances, but legislation began in the various states and in the national halls of Congress, and the pendulum has swung too far. Your business today would be valueless without the aid of the railroads to market the product of your labor and your factories. Less than ninety years ago we had but twenty-three miles of railroad in the United States, and today we have 250,000 miles of main line, and in all 300,000 miles of main line and side tracks.

During the last few years I have given a great deal of study to the question of the comparative cost of railroad operation and freight rates, and I am unilaterally opposed to government ownership of railroads. No country has tried government ownership of railroads that has not made a failure of it, not excluding Germany. The railroads of Great Britain for the last year before the war paid an average wage scale to employees of 87 a week, and her freight rate was 2.23 cents per ton per mile. Her railroad construction is the most expensive in the world, because all her crossings are overhead crossings. Germany's freight rate was 1.37 cents per ton mile and her wage scale 87.77 per week. I speak of the year before the war, when conditions were normal. France's freight rate was 1.31 cents per ton mile and her wage scale \$1.01 per week. Austria was 1.51 per ton mile and her wage scale 86.11. Hungary, 1.34; wage scale, 85.55 per week. Japan, 53 cents per ton mile; wage scale, 82.17 per week.





E. V. BARCOCK, PITTSBURGH, MEMBER EXECUTIVE COMMITTEE



T. M. BROWN, LOUISVILLE, MEMBER EXECUTIVE COMMITTEE



CHAS. H. BARNABY, GREENCASTLE, MEMBER EXECUTIVE COMMITTEE

while that of the United States was \$0.7109 per ton mile and wage scale \$16.90 per week; more than double the wages paid by the railroads of any other country in the world except Canada, and our freight rate was the lowest except British India.

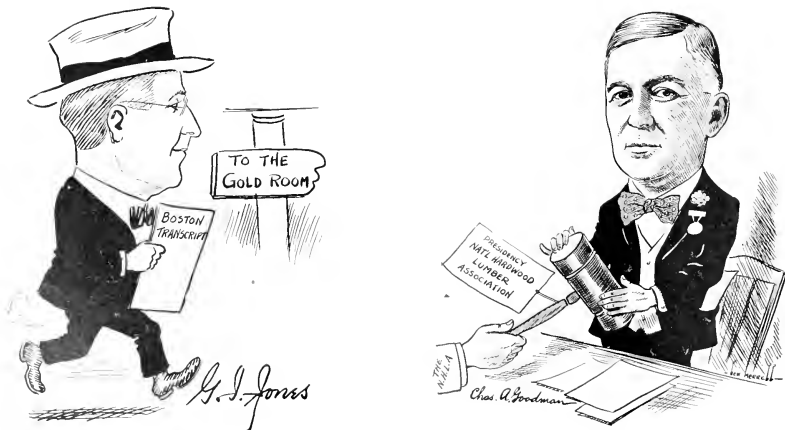
The Canadian railroads, owned by the government, the last year before the war (and by the way the Canadian railroads pay no taxes, neither do the government railroads in any country pay taxes) met with a deficit. For every \$100 they spent \$102.13. Our railroads paid \$143,000,000 local taxes. I am ready to examine the records of the countries of the intelligent people of the world before I put my head into a halter and saddle upon the people of this country the great railroads of this country. No government can or will or does manage any line of industry as economically as individuals. We are paying the penalty right now, under government control. The fare has just been increased one-half to meet the annual payroll of increased wages for railroad employees; and wait until payday comes.

From the organization of the Federal Government down to 1913 the total expenditures of this government were 36 billion dollars. What has it been since? The expenditures of this country since 1913, including the appropriations and authorizations for the coming fiscal year, are 51 billion dollars or 15 billion dollars greater than in a century and a quarter. We are spending some money, and we have got to pay the bill. The Congress of the United States at the present time is framing an internal revenue law, one of great importance.

I do not agree with the president of the United States and the secretary

of the treasury as to the amount of money that we should raise by direct taxes in proportion to our expenditures in this war. It may be that I am wrong, and that they are right, but I will tell you why I formed my opinion as I did. The president and the secretary of the treasury want congress to raise one-half of the money spent during this war by direct taxes and borrow the balance. That is too much money, in my opinion, to call upon the people to pay while we are carrying on this war. No country in the world ever raised that percentage of money; no country is doing it and I don't know why we should. If this war is for the benefit of democracy it must cover the future and our children will reap the benefit of this war. Why not let them pay a portion of the cost instead of asking us to do the fighting and the paying now?

Let me call your attention to what we are paying. The taxes by the government this year, in my opinion, will go above four and one-half billion dollars, although the estimates are below that. Our expenditures this year will be about 15 billion dollars. In other words, we are raising now about 30 per cent of the money that it is costing to carry on this great war, 30 per cent by taxes, and borrowing the balance. Great Britain has raised by taxation 25.7 per cent of the money she spent in this war, a total expenditure of 33 billion. She has increased her taxes this year and will raise 28 1/2 per cent of her expenditures this year by direct taxes and borrow the balance. Canada has raised 18 1/2 per cent of her expenditures by taxes and borrowed the balance. France has raised 11 per cent by taxes and borrowed the balance. Italy has raised 9 per cent by taxes and borrowed the balance. It is now proposed that



we raise from 40 to 50 per cent upon the people, or in some cases not believe that we should now take any interest upon it. It is estimated that this coming fiscal year from 6 billion to 8 billion of our loans to our allies in the United States. It looks to me that the money is going to have difficulty in

Address by Joseph E. Davies
At the conclusion of Mr. Forth's address, the chairman introduced Joseph E. Davies, formerly chairman of the Federal Trade Commission, and now counsel for the National Bureau of Wholesale Lumber Distributors. The speaker ventured a prophetic prediction of future changes in business and society, basing it upon tendencies which are at work now and are shaping events which are about to take place. The changes foreseen are not all full of promise, but some are of a threatening aspect. He continued:

Great powers that are tending towards socialism are being born into the world with tremendous rapidity and it will require all the wisdom, capacity and ability of our great people to preserve our great country after this war as a democracy and prevent the tendencies of socialism from thwarting the purposes of our forefathers. And in this situation there was projected the idea a year ago that prices had to be controlled. How? Costs had to be determined. How? By the Federal Trade Commission; prices were then fixed. How? On the basis of cost of production and reasonable profit.

We went through the steel industry and ascertained what the cost of production was. We went through the zinc and copper and flour industries similarly and gave our costs about production to the president, and the National Council of Defense say that prices might be reasonably controlled for the welfare of the general public, and in that connection the lumber industry, as one of the great industries of the country, was re-

quired to... direct taxes... I do... any money... that this coming... expenditures... 21 billion dollars... money in the... borrow

quired to... public goods. It was the... and... the War... I did not... week that... in the United States... I had... in their country... representative... of the...-

This industry... and obligations... lumber... of this war. The... destruction... of other... of the other group of men. The... also interested in saving... the prices of lumber are... as far as possible and that the burden... distributed on all branches of the indus-

There is another reason why there is a special responsibility on the lumber industry and that is because the lumber industry is one of the great natural resources of the country; and there is a natural tendency in the world today to have governments take over business, and the first things that they look to are the natural resources of the country, after the railroads have been taken over. Therefore the responsibility resides with the lumber industry and the intelligence in the lumber industry to so accommodate their purposes and plans as to best aid the government in this great crisis, and at the same time preserve individualism and freedom and democracy in the lumber industry after the war has gone by, and the way that that best can be done, in my judgment, is by wholehearted co-operation, with the agencies of government controlling the great raw resources of the country.

It will interest you to know that, something over a year ago, when the President of the United States came to the Federal Trade Commission and suggested that we look into the cost of steel, in order that he did not want any price-fixing agency created that would be of a permanent character, because he did not want a permanent body in government to have price fixing powers, but wanted only that agency to exercise a price-fixing power which was temporary in its character and which, after the war, and the emergency had subsided, would fade away as the necessity fell away, so that we might resume the normal and ordinary course of industry.



R. L. JURDEN, MEMPHIS, DIRECTOR



E. O. ROBINSON, CINCINNATI, DIRECTOR



PAYSON SMITH, MINNEAPOLIS, DIRECTOR

Mr. Davies concluded his address with a reference to the place which the wholesale lumberman fills in the industry, and was followed by E. V. Babcock, mayor of Pittsburgh, and a former president of the association. At the beginning of his address, Mr. Babcock stated that he did not intend to say much on the subject of lumber, but would leave that to others, and he would deal with other vital matters. A summary of his talk follows:

Address by E. V. Babcock

We are in the midst of a great war that is claiming our attention, and that is something more important than the lumber business. It is no longer a clash of arms on a line 400 miles long between Germany and France, but it is a fierce combat of nations. On the one side is our arch-enemy that has been building up his position for the past fifty years, and he is fighting us as a single unit, as one man, if you please, and fighting us with the most unwholy warfare that any human agency can create, while we, on the other side, are banded together with patriots that went into the war three years before we did, nations which are partially worn out by their efforts, and yet courageous as the lion standing there, with all the fortune that a nation can possess and holding on like grim death until we can get there to help them. It is your duty to forget the lumber business if you can, to help this great nation mobilize all its resources and

stop talking about the horrors of German prisons or our men's condition when confined in German prisons. It is not enough for them to give up the boys without some of the soldiers from the other side, who have been in German prisons, telling us about the horrors of those prisons. On the contrary, if you can't think of anything else to do, tell them some stories that will lift them up and make them cheerful and keep their morale right.

In winning this war, we not only have to stop the German sword, but the German propaganda. Let us, in resolving ourselves into good patriots and good soldiers, watch out for this German propaganda. The sword is easier to stop than the propaganda. Just look at poor old, deluded Russia. Why, we have even lost her address now. They held out the olive branch and spread it all over Russia. Instead of the olive branch what has Russia now? A lemon tree, full of juicy fruit; and that is what they are offering us. I come from Pennsylvania. We are furnishing more soldiers to send to the front than any state of the Union, 180,820 having gone now. The city of Pittsburgh has within its environments 150,000 soldiers producing war munitions. Philadelphia is building ships, Pittsburgh is making the steel for these ships and for cars to haul material from Pittsburgh to any point where it is being consumed. It has been my thought to build up and kindle a new patriotism, and I am proud to tell you men that our patriotism is as high in the deck. We are fighting in every way that we know how, and we want them to allot us our share and we will go a little farther than the allotted amount necessary to finance this war and take



EARL PALMER, MEMPHIS
DIRECTOR



EDW. BUCKLEY, MANISTEE, MICH.,
DIRECTOR



F. S. UNDERHILL, PHILADELPHIA,
DIRECTOR

throw them into the combat and support those wonderful, courageous allies of ours in every way we can. The only way we can stop the Germans is to do now what they have been doing for the past fifty years—mobilize ourselves into a single fighting unit and kill them. I am tired of this molly-coddle way of talking about war. I am tired of journalists. I am tired of the propaganda that we read about, which admits or thinks possibly Germany is worn out, starved out or has international complications that can stop them. Cut it out! Let us believe that the only way to stop them is to still their blood, and then we will stop them!

We are some nation. We are lashed together with splendid countries that have shown us the most wonderful courage the world ever produced. When we get going with them, when we get harnessed up with them, let the damned Huns go as far as they will, let them break the line if you please, they can't do it, but I say let them drive our boys that are over there fighting shoulder to shoulder with the wonderful comrades there; let them drive them into the sea if they can, and we will fight them the harder, and I tell you we will match them and we will go them one better.

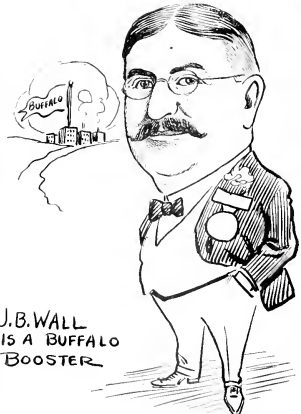
The question as I see it is, how can we, good citizens of our respective states, get into the clash and the combat in the quickest way? You are either soldiers now or slackers. There is no middle ground to occupy, and thank God in heaven there are no slackers among the lumbermen. If your business is a non-essential or less essential—and I don't like the word "non-essential," for there is no non-essential—let your men enter into the war in some other way. If you are in an essential industry prosecute it with all the vigor you have. Make all the money you can in an honorable way, for the government not only needs your lumber, but your money, and you will realize this fully when the next tax period comes around next year.

I am tired, too, over the spreading of propaganda amongst our people that makes our fathers, mothers, brothers and sisters more sad than is necessary over the fact that they have rendered the greatest service to the country in their power and have given their sons to their country. Let us

wave of the boys at the front, and we will divide with our allied nations, and it matters not to me whether they ever pay the money back or not.

When it gets into the more merciful end of the war, the V. M. C. A., the Red Cross, and similar activities, we will not only finance so as to provide for our own needs, but for the wonderful armies that are fighting with our own; and as far as France is concerned, that wonderful nation that helped us when we were a babe in swaddling clothes—

I hope to God, my friends, that Congressman Fordney and the other statesmen at Washington will so arrange that



J. B. WALL
IS A BUFFALO
BOOSTER

every dollar we paid them for it. What did it do for us?

Jan. 1897. We are not alone in this. We have been doing it for many years. We have been doing it for many years. We have been doing it for many years. We have been doing it for many years.

what they

hard-earned, but they are to create a new order of things. We have been doing it for many years. We have been doing it for many years. We have been doing it for many years.



decently wanted. To accomplish this, it is your duty to make any business that is not in the purpose of holding firm to what we have and are up only to get a nation that will make us bigger, better and more patriotic citizens. Our patriotism now cannot and must not be forgotten. I thank you for your attention.

Address by Dr. Tufts

The chairman here introduced Dr. James F. Tufts of the University of Chicago, who addressed the meeting on the subject of the



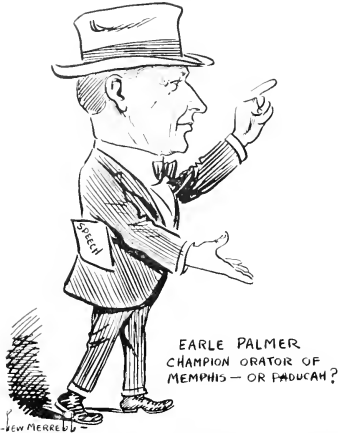
Red Cross and the work which that organization is doing to lessen the horrors of war and assist in caring for the welfare of the soldiers at the front and in the camps. Dr. Tufts said, in part:

There are two departments of the Red Cross work, one the military and the other the department of civilian relief, which has to do with the conditions of the returned soldiers coming back to us day by day, disabled and unfit for military service any longer, ready to take their places in the community. With especial reference to the latter problem I wish to say a few words to you as to the policy of the government, which needs the cooperation of great employers of labor and of all who are influential in their communities. The government is going to do a very different thing for the soldiers who come back from this war from what the government did for the boys who came back in 1865. Many of our boys, when they return, will be disabled, and the Red Cross asks all citizens to cooperate with them in aiding the returned soldiers. Canada has sent 200,000 soldiers across the seas, and of these there have been returned invalided about 28,000. About four-fifths of those not fit for military duty can go back to their old occupations and make a good living. The first thing in the government program is that no man must sink down a step in his level of living and must not get a lower wage after the war than he got before. About one in ten of those who go are likely to be sent back unfit for military service. If their minds have not been affected by the strain, they recuperate much more rapidly than the men discharged because of disease. More men lose their lungs than those who lose their



arms. The most common types of disease are tuberculosis, nervous strain, shock of various kinds, called by physicians "war shock" or "shell shock," similar to the disease suffered by one who has been in a railroad accident, generally termed hysteria, or the condition in which we find ourselves when we are tired from a long continued strain. In some cases they can be sent back for service, after treatment, but in England a mistake was made. Suppose these men were faking, making believe that they could not hear or talk, now if they find there is nothing definitely the matter with them they find it is just as real as anything else. One man who could not speak

reduction, training a man in some way so that if he cannot follow his old trade he can learn a new one. The second plan will be the reeducation of soldiers. They are going to educate teachers for that purpose. We do not want employers to say "Yes, we will find a job for an old soldier; we will make one for him, if he haven't got one." The government does not want you to do that. That is all right for a year or five years up to the present time, but five years from now, if a man goes into a job, if he is an old soldier, he does not want to go into it merely because he is an old soldier, and the government wants to cooperate in finding suitable employ-



went back to Australia and, in the act of killing a snake, he began to talk. Another man who had not been able to speak for quite a time went to a show and saw a film of Charles Chaplin, and he laughed for the first time in several years.

A bill has been passed by both houses of congress—but I do not think it has yet been signed by the President, but I have no doubt it will be—which provides for two distinct things: the curing and the restoration of these men to health, or restoring as nearly as possible their previous condition of health. Hospitals will be established where they can be cared for, and they will be provided every kind of treatment necessary; there will be light occupations, work that will tempt men to do something again and not to sit back idly and have things done for them.

For a considerable number there will be, beyond that, what they call



ment for the invalided soldiers. The government wants you to find a place for a man who can do his best in a self-respecting way, a way that will be profitable both to you and to himself. That is the only way to restore him to his full place in the community.

FRIDAY'S SESSION

The president appointed the following members on the committee on nominations: E. V. Babcock, M. J. Fox, Chas. Quixley, K. E. Wilkins and J. B. Wall.

The report on officers' reports was read by the chairman of that committee, George B. Osgood.

Secretary Fish urged upon the members of the association the



necessity of supplying... requirements of the government... available on the... and he provided banks on which to make...

Woods... the... was... of the United States...



H. Brooke Sale

Resolutions

The following set of resolutions was reported by the Committee and was passed by the association:

WHEREAS, Our association is the recipient of friendly resolutions of greeting and appreciation in recognition of our relation as allies in fighting a common enemy of humanity and freedom; therefore, be it

RESOLVED, That we reciprocate the greetings of our northern brother nation and assure them of our loyal devotion to our common cause of human right and justice and of our admiration of the noble service already rendered by our Canadian allies.

WHEREAS, Every news of Prussian aggression and intrigue reveals the unalterable and vicious intention of Germany to despoil our nation of its liberties and democratic institutions, and its continued acts of injustice and frightfulness demonstrate its lack of moral responsibility and integrity; therefore, be it

RESOLVED, That the National Hardwood Lumber Association in convention assembled declare that we are in hearty accord with the determination of our government to utilize the full power of our resources to win the war and disarm the Prussian menace to world peace and human happiness, and reaffirm our offer of the fullest and heartiest co-operation of our association to that end; and be it further

RESOLVED, That we heartily approve the action of the officers of this association in tendering the services of the association to our government and in providing for furnishing service to the nation in this time of crisis by affording the use of our Inspection Department.

RESOLVED, That a copy of this resolution be sent to the Federal War Trade Board.

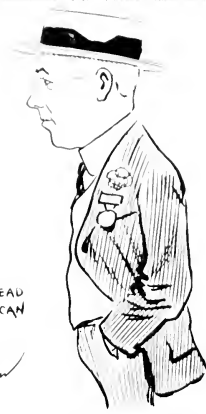
WHEREAS, Congress upon recommendation from our national administration is considering the need of legislation to increase the national revenue by increased taxation; be it

RESOLVED, That the National Hardwood Lumber Association in convention assembled urge that in formulating the amount of taxation and method of collection consideration shall be given to the present and future welfare of American industry and commerce and that the necessary legislation be so framed that it shall not embarrass or discourage industry or bring financial harm or distress to institutions with limited capital; and be it further

RESOLVED, That a copy of this resolution be sent to the Ways and Means Committee of the House of Representatives.

THE SCRAPPY HEAD OF THE AMERICAN

Ralph Jordan



its war convention in Atlantic City last September, urged as a war measure the prompt improvement of public highways; and

WHEREAS, The transportation requirements of the country, due to the war, can be only met by complete coordination of the carrying capacities of railroads, highways and waterways; and

WHEREAS, There has developed in our country a tremendous increase in highway transportation for the haulage of munitions, food-stuffs and essential supplies; and we believe that motor transportation over our highways would efficiently relieve the strain upon the carrying power of our railroads and

WHEREAS, We recognize the necessity of a Federal war-time policy in respect to highway improvement, permitting the various states to immediately formulate a definite highway program; therefore be it

RESOLVED, That we, the National Hardwood Lumber Association and the several states the importance of adopting a program that will insure adequate highway construction and maintenance, so that our highways may properly carry their share of the burdens of transportation; and be it further

RESOLVED, That we urge upon the President and the members of Congress the creation of a centralized federal authority to determine the highway policy of our government, with power to direct the administration of that policy.

RESOLVED, That the thanks of the association are due and are hereby extended to John M. Woods, who has served this association as president, for his wise and able administration of its affairs;

To Frank F. Fish, secretary treasurer, for the efficient and indefatigable labors and especially for his service to the association in connection with the War Service Department;

To John W. McClure, chairman, and every member of the grading rules committee for the service they have rendered in connection with the framing of new and necessary grading rules;

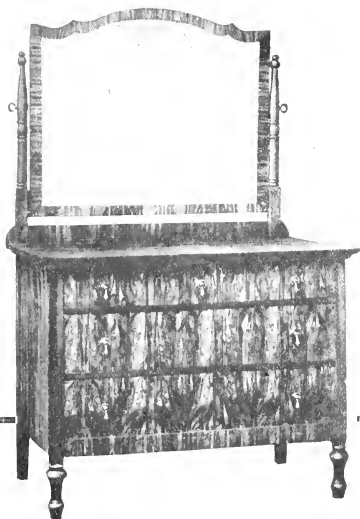
To Hon. Jno. W. Forney, Joseph E. Davies, Hon. Edward V. Rialock, and Prof. Tufts for their able, instructive and patriotic addresses.

RESOLVED, That we tender to the management of the Congress and our thanks for the consideration they have given to our requirements and the care of our members.

(Continued on page 41)



J.M. Demond



This beautiful Figured Gum Dresser speaks for itself. The firm that manufactured this article is a northern company whose product is well and favorably known, and much appreciated.

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Meeting of Veneer Manufacturers

A Number of Interesting Papers Presented at the Association's
Semi-Annual Convention

THE SEMI-ANNUAL MEETING of the National Veneer and Panel Manufacturers' Association convened in a two days' session, June 18, at the Auditorium hotel, Chicago, with between eighty and ninety members in attendance. No former meeting of this association was so largely attended.

J. D. Maris of Indianapolis, first vice president of the association, presided in the absence of the president, A. E. Gorham of Mt. Pleasant, Mich.

The following special committee were appointed by the chair:

Auditing, H. J. Barnard, chairman, Indianapolis, O. G. Steiner, St. Louis, and S. J. Glanton, Chicago.

Membership, M. C. Dow, chairman, Goshen, Ind.; H. E. Kline, Louisville, Ky.; and H. B. Sale, Fort Wayne, Ind.

The report of Treasurer E. H. Delebaugh showed a substantial balance in favor of the association.

RAILROAD PROBLEMS

W. M. Hopkins of Chicago, a traffic specialist, addressed the meeting on the railroad problems that are calling for solution. A summary of the address is here given:

The annual gross earnings of our railroads are approximately \$3,000,000,000, or about \$8,000,000 per day. About one-third of this vast sum is paid for passenger service and two-thirds for freight service.

This huge sum is part of your expense of doing business. It is just as much a part of your expense as your raw material or labor. The proportion transportation bears to the total expense varies with different lines of business. In the lumber industry it will probably average about 40 per cent. The value of your location is determined by your rates and service. How can we have a voice in determining whether the charges and services are fair and reasonable? How can we know whether the balance of this \$8,000,000 per day we are paying these common carriers is being properly expended after they have paid themselves a fair profit upon their investment?

If we are willing to profit by the mistakes of the past, there is hope of progress in the future, so perhaps a brief review of past railroad operation may suggest some solution of your problem. Prior to 1887 the government did not exercise its right of control over common carriers and the railroads were operated as private property subject only to common law rules. That policy seemed all right for that time. Under it the country developed. More miles of railroad were constructed between 1865 and 1885 than for any similar period before or since.

As railroads multiplied in numbers and increased in mileage rates were made on a wholesale basis. The greater the volume of business, the lower the rate, so that the big fellow got the low rates, the little fellow paid tariff. Competitive traffic received every consideration, local traffic received none. Preferential rate-making and preferential service, the political control of courts and judges became intolerable conditions and shippers came to realize at last that they had a railroad problem that must be dealt with. The remedy sought was in governmental legislation and control.

Second Era of Railroad Operations

The first attempt to regulate and control common carriers by statute was made in 1887, when the Interstate Act was passed and similar legislation by the various states followed, but these statutes had no more deterrent effect than if they had never been passed. This situation continued until 1906, when the law was amended and the Interstate Commerce Commission was vested with authority and control over rates, so that for the first time in the history of railway operations the published tariff rate became the actual carrying rate to be paid by the shippers, collected and retained by the carriers without any refunds, and applied alike to all shippers. This authority over rates, rules and regulations affecting rates and over safety appliances constitutes all of the power of control and regulation over common carriers that was at that time or is at the present time vested in the commission. Service is left entirely within the control of the carriers to furnish as much or as little as suits their convenience. The law is lacking in furnishing authority or control over the physical operation of the railways aside from the making and prescribing of through routes and rates. The Act gives the commission only control over the revenues of the carriers and leaves expenditures and financial and physical operations to be carried on wholly and without restriction by the railroad owners.

In 1910 the railroads demanded an increase in rates and undertook to show the necessity therefor. After extended hearings the commission, upon the review of all facts, denied the advance. Thereupon and continuously the railroads have conducted a so-called campaign of education in which they have expended hundreds of thousands of dollars in an effort to create public sentiment in their favor. Their bureau of railway statistics filled the newspapers and flooded the country with misleading statements and half truths and this literature was showered upon members of Congress and members of the Interstate Commerce Commission, even following them around the country when on their vacation. Certain advances in rates were granted to railroads, but only after a hearing and upon a showing of facts which in the judgment of the commission would justify such an increase. These advances, however, by no means satisfied the railroads, who clamored for more and would have the commission authorize such advances irrespective of any justification therefor on the facts of record. The railroads insisted that their difficulties were not of their own making. The shippers were urged to load cars heavier and to unload them in less than 48 hours to increase car efficiency; yet railroad fuel and railroad material might remain in the cars for an indefinite period and no demurrage assessed against those commodities. It was pointed out that the loaded car movement per day was less than 15 miles caused by setting out cars from overloaded trains, failure to pick up loads promptly at stations where loaded and delays at division points, yet little or no progress was made by the railroads towards correcting these delays and increasing car efficiency. It was further pointed out that the reckless expenditure of the revenues of the carriers was in part responsible for this failure to make larger net returns.

The Interstate Act dealt substantially only with rates. It gave the commission no authority over service, and no authority to take such measures as would increase the operating efficiency, and conserve the expenditures of common carriers.

I have endeavored to briefly analyze our railroad problem up to the taking over of the railroads by the government for operation during the period of the war. We have seen that the com-

people of the country cannot stand unrestricted private ownership and operation of our transportation facilities; that our attempt of regulation and control was abortive because the regulating acts were so fatally defective as to give no authority.

Government Regulation

When we entered this great world war the government found it necessary to take over our railroads as a war measure, the purpose being to increase the operating efficiency of the railroads to meet war requirements. It has been asserted that the railroads themselves would have been equal to the situation if left to themselves to work out the problem of transporting troops and supplies and other things to meet government necessities. Whether this be true or not, it is needless to speculate, as we are dealing merely with the facts of the different phases of our railroad problem as we find them.

It seems clear that the result of governmental operation of our transportation facilities operated as one system must be highly beneficial to the commercial interests as soon as the congestion incidental to war traffic is relieved and the consolidated operation has had a fair opportunity to demonstrate its value. By reason of this war the government has reached by a short cut supervision and control over all of the activities of railroads which should have been vested in the Interstate Commerce Commission by the Interstate Act but which was not. Pooling of equipment and power gives a needed elasticity of transportation facilities so that it may be used to the extent needed in territory where the traffic is the densest and the requirements the greatest. The consolidated operation of terminals should relieve car congestion and increase car efficiency. Under existing laws there was no prohibition against the pooling of power and equipment or consolidated operations of railroads, but by reason of conflicting financial interests and competitive conditions such operating unity could not be brought about. I do not believe that the commerce of the country has outgrown the transportation service when operated as a unit. I do believe, however, that the commerce of the country could not be adequately served under the old conditions of separate operations of the different railway companies, each for its own particular interest.

Advanced Rates

With the tremendous increase in the volume of business and the disturbance of train schedules by reason of necessary preference given to war material and transportation of troops, transportation costs have increased. To meet such transportation costs an advance in charges is necessary, but we do not believe that such an advance should be greater in measure than is necessary to meet the increased costs. It is estimated that the proposed advance of 25 per cent in freight rates and passenger fares will increase railroad revenues approximately one billion dollars per year. To what extent this sum exceeds the increased operating costs we are not prepared to say, but we do not believe that your transportation tax should be at this time increased to an extent in excess of the increased operating costs. If the railways need refinancing, it seems to me that the government might well advance them the necessary funds at a low rate of interest. You as manufacturers and shippers have your increased cost of operation to bear, your war taxes, and in addition you are now called upon to pay a transportation war tax of 25 per cent. If the revenue thus raised is beyond that necessary to meet the increased operating costs and goes to the rehabilitation of the railroads, it is more than you ought to be called upon to pay. The owner of railroad property is guaranteed earnings derived from operation equal to those received for an average of a 3 year period ending July, 1917; thus his profits are secure. The manufacturer and shipper of freight is not guaranteed any profits but on the other hand is called upon to pay this increased transportation war tax irrespective of the results to his business.

It appears, however, that nothing at the moment may be done

but to accept these advances until the results of the economy of operations are known and it can be determined to what extent the additional billion dollars is needed to meet increased operating costs.

The first consideration in the heart of every American is to stand by the Government and win the war. We must all willingly suffer inconvenience and loss for this end. But the burden should be so far as possible equitably distributed. We should ask for a fair and full investigation as to whether this tremendous increase in railroad revenues is necessary to meet governmental requirements and whether there has been an equitable distribution of this transportation tax. We accept as a probable fact the necessity of arbitrarily putting into effect this great advance in rates without giving the shippers a chance to be heard, but surely we will not be thought to be unpatriotic if we suggest that the owners of railroad property should do their bit in common with the owners of other property.

Railroads in the Future

As the law now stands the railroads will be returned to private ownership twenty-one months after the war. It is the duty of the government to see that facilities ample and adequate to efficiently transport the commerce of the country are furnished. Its policy ought to be and undoubtedly will be a constructive one. Greater progress will have been made toward efficient transportation during the period of government operation of railroads than has been made by the railways themselves in the last fifty years. In the last analysis the business of the country controls the policy of the government. It is for you to say what that policy shall be in respect to the railroads. Do you want government ownership? Many serious objections are urged against it. Such ownership creates two million additional government employees. It throws our transportation system into politics. It would not do to apply the postage stamp system of rate making or the mileage system in this country. Unless the law that now stands is changed, the railways in twenty-one months after the war will be returned to private ownership. Under what regulation and control shall they be operated? That is for you and other business interests of the country to determine. They must be operated so as to return a reasonable profit upon the investment. Are you going to be satisfied with the present law that gives the Interstate Commerce Commission jurisdiction over the revenues of the railroads only without any voice as to the expenditures or the reasonableness of service or the issuance of securities or other railway activities? Lumber rates have been advanced in the last five years approximately 40 per cent in certain sections. It is now proposed to advance 25 per cent more. 65 per cent in the last five or six years. Can this be continued indefinitely and the lumber mills survive?

The lumber industry of this country should form a single organization to deal with railroad problems.

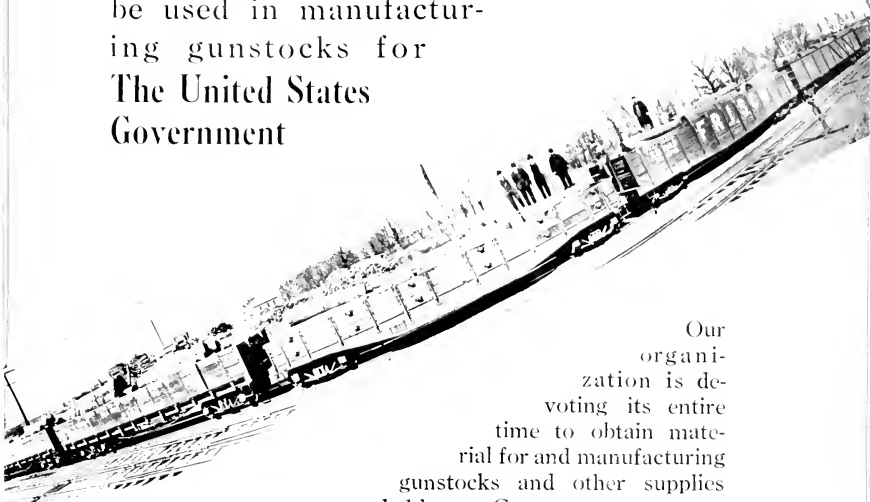
CO-ORDINATION OF BUSINESS

The co-ordination of business with the government in the war was the subject of a talk by John N. Van der Vries of Chicago, member of the Chamber of Commerce of the United States. His address follows in part:

The value of organization has never been shown more thoroughly than at this particular period when we are at war. The difference between the European countries and America is the close relationship which exists over there between business and the government. The real modern organization is of French origin. Napoleon was the originator of the association scheme when he organized bodies of business men after he had captured a town, so as to have organizations in the rear which would be of help and back him up in his war schemes.

Six years ago the United States and Turkey were the only countries which did not have a national organization of business men. The result in this country was the organization of the Cham-

Train of Walnut logs arriving
at our plant, which are to
be used in manufactur-
ing gunstocks for
The United States
Government



Our
organiza-
tion is de-
voting its entire
time to obtain mate-
rial for and manufacturing
gunstocks and other supplies
needed by our Government.

You can assist in this patriotic work by
advising us of the location and owner of any
Walnut timber, and we will do our part.

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ber of Commerce of the United States, which has already grown to be the largest in the world, having over 8,000 sustaining members and over 1,100 associations as members. The national chamber does not carry a chip on its shoulder. Its code is, "If it is not for the common good, it is not good for business." If careful study shows that the railroads can best be conserved by government or private ownership, then the national chamber will so state.

The re-organization of the War Industries Board, which is taking place at the present time, is along the best lines, as it is calling into service the best men to be found, and the type of men who are willing to hear business and glad to listen to their advice.

The national chamber took up the question of war service committees, as it was of the opinion that a small committee could do more than an individual. The object of the war service committees is to gather special data pertaining to the particular industry which they represent, for the use of the government. In addition to that they can compile figures as to the cost of production. The national chamber believes firmly in a uniform system of accounting for every industry, so that such data can be presented to the government whenever the authorities call for it. These committees can aid effectively in the distribution of raw material and the requirements of the government. When committees are chosen by the associations themselves, the appointment of the best men in each line is assured. The government calls in its experts to take care of its side and the national chamber of commerce calls in the best men in business to take care of the business side.

The Chamber of Commerce of the United States believes in the conservation of raw material, and also in the conservation of other things. The chamber stands for the conservation of industries as a whole, and believes that we cannot allow industries which have taken years to build up, to go by the boards in about

six months, so we should conserve them in order that when the boys come home there will be some place for them to earn a livelihood.

Mr. Van der Vries concluded his remarks by stating that the American business men are living up to the principles outlined in the resolutions adopted by the war convention of the Chamber of Commerce of the United States at Atlantic City in September last.

THE FUEL SITUATION

L. Romanski of Chicago, member of the Cook county committee of the United States Fuel Administration, spoke at considerable length on the fuel problem, urging that stores of coal for next winter be laid in within the next sixty days. He stated that the country's coal requirements the present year will aggregate 735,000,000 tons. The output of anthracite coal cannot be expected to exceed last year's production of 89,000,000 tons, and the bituminous mines will be called upon to produce 85,000,000 tons more than last year. The problem consists in not only digging this coal, but hauling it. In order to accomplish there must be co-ordination between producers and carriers and co-operation everywhere.

WORK IN WASHINGTON

"My Experience in Washington," was the subject of the next paper, which was read by H. A. Webster of Chicago, who is the Washington representative of the Veneer and Panel War Service Committee. He gave an account of his work in the national capital during several weeks

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 Carl L. White, Hardwood Mfg. Assn., Cincinnati, Ohio.
 Lewis H. White, Charles H. White & Son, Philadelphia, Pa.
 T. J. White, Bayou Land & Lbr. Co., Cincinnati, Ohio.
 W. J. Whitmore, C. J. Gray Lbr. Co., Chicago, Ill.
 W. White, Greenstein Bros. Co., Chicago, Ill.
 W. Wise, Thomas & Proetz, St. Louis, Mo.
 Robert A. Wings, Darnell Lbr. Co., Leland, Miss.
 H. G. Wilcox, Brooks & Ross Lbr. Co., Schaffers, Wis.
 C. F. Williams, Williams Bros. Co., Cadillac, Mich.
 C. G. Williams, Racine, Wis.
 H. C. Williams, American Lumberman, Chicago, Ill.
 K. E. Williams, Anchor Lbr. Co., Cincinnati, Ohio.
 S. A. Williams, Williams & Coris Lbr. Co., Chattanooga, Tenn.
 W. N. Willis, Holt, Kiefer Lbr. Co., Louisville, Ky.
 Geo. E. Wilson, J. B. Wilson & Co., Bardette, Miss.
 M. G. Wilson, Mason-Danielson Lbr. Co., Rhineclander, Wis.
 M. N. Wilson, Wilson Lbr. Co., Elkins, W. Va.
 R. E. Lee Wilson, Lee Wilson & Co., Wilson, Ark.
 R. J. Witherell, E. F. Leach & Co., Chicago, Ill.
 J. H. Woolf, Wolf River Lbr. Co., Arizgo, Wis.
 David Wolf, Wolf Lockwood Lbr. Co., Grand Rapids, Mich.
 John S. Wood, Parker Kellogg Lbr. Co., Chicago, Ill.
 J. H. Wood, Northern Ohio Coatings & Lbr. Co., Parkin, Ark.
 James N. Woodbine, Chicago, Ill.
 John M. Woods, J. M. Woods & Co., Boston, Mass.
 F. G. Woodford, Yawkey-Bissell Lbr. Co., White Lake, Wis.
 R. H. Woodman, W. L. Shepherd & Co., Chicago, Ill.
 V. O. Woodruff, Fullerton Powell Lbr. Co., South Bend, Ind.
 J. A. Woodruff, Churchill-Milton Lbr. Co., Louisville, Ky.
 E. W. Wortman, Wood Products Co., Sandusky, Ohio.
 Frank H. Worthell, J. Gibson McHain & Co., Philadelphia, Pa.
 Giles Wright, Lemay Saw Mill Co., Lenoxy, Ky.
 W. J. Wright, M. F. Farris Lbr. Co., Cincinnati, Ohio.
 A. J. Young, Young Lbr. Co., Buffalo, N. Y.
 Edw. J. Young, Foster Creek Lbr. & Mfg. Co., Madison, Wis.
 F. H. Young, Chickasaw Lbr. Co., Memphis, Ala.
 W. P. Young, Lucas E. Moore State Co., New Orleans, La.
 P. M. Youngblood, Payson Smith Lbr. Co., Chicago, Ill.
 P. A. Zapp, Louisville Veneer Mills, Louisville, Ky.



TWENTY-FIRST ANNUAL BANQUET OF NATIONAL HARDWOOD LUMBER ASSOCIATION

LONG-KNIGHT

LUMBER COMPANY

CYPRESS

WALNUT—HARDWOODS

WALNUT LUMBER
30,000 ft. 1" FAS
3,000 ft. 5 4 FAS
1,000 ft. 8 4 FAS.

200,000 ft. 1" No. 1 C.
15,000 ft. 5 4 No. 1 C.
11,000 ft. 6 4 No. 1 C.
3,000 ft. 8 4 No. 1 C.

150,000 ft. 4 4 No. 2 C.
38,000 ft. 5 4 No. 2 C.
28,000 ft. 6 4 No. 2 C.
22,000 ft. 8 4 No. 2 C.

VENEERS

255,000 ft. 1 28" Mahogany

327,000 ft. 1 28" Mahogany

367,000 ft. 1 28" Butt Walnut

Manufacturers and Wholesalers

Indianapolis, Indiana

when he was trying to interest our government and some of the allied governments in veneer panels. His work was largely educational, as his report shows. A summary of his work follows:

I met representatives of the foreign war missions interested in single ply and plywood. At an inter-allied conference held in Paris shortly after this country was forced into the war, it seems it was decided that all allied governmental purchases made over here should clear through one body. The Council of National Defense was designated as this clearing house. As there was no director of plywood and veneer, these matters were passing through the office of the director of lumber. At that time the foreign buying for private account did not have to pass through the council and the only check on that was at the bureau of exports.

There has been and undoubtedly is, quite a bit of French purchasing of our product, but, so far as I could find out, it was all done by individuals, and the French Government itself was not in the market. There were several indications that it might be and I was at the French military mission quite often but could learn of no developments.

The purchases of the British were also being made by private concerns but they were regulated so strictly by the British government that they were handled almost exactly as though they originated with the British War Mission. The business methods of their officer in charge of veneer and ply-wood, Capt. D. Thomson, Royal Flying Corps, afforded a most pleasant contrast to some of the tactics employed by members of our own service. Capt. Thomson played the game in the open and with his cards on the table, like the true captain and Scotch gentleman that he is. The results he obtained speak more highly of his methods than I possibly could.

The Italians, I believe, had been doing no private buying of

veneer and plywood. There were many rumors that their government would be in the market shortly, and finally their military mission applied for a permit to purchase. The application survived the red tape route and in due course reached the office of the director of lumber. It was granted and I had a letter from the lumber director advising our war service committee that this material was required and asking us to give them all the information we could about it. This we did and we were asked to assist the Italian mission in every way possible to obtain the material. It looked for a time as though we were going to be some real help, but one of the other departments asked the director of lumber to let it handle the matter and I do not know whether or not the material was ever purchased. It was just at this time the committee called me back from Washington, and I have heard nothing regarding it since.

These three, the French, British and Italian, were the chief allied war missions and the only ones at that time at all interested in our product. And of these, the British alone, so far as I know, bought anything and their purchases, while large, were indirect. The committee tried very hard to be of help to each of these missions, but conditions were such and the red tape was so red that very little actual good could be accomplished.

Among our own war boards the ones with which I came most in contact were the Ordnance Department, the Naval Aircraft Construction, and the Signal Corps.

The chief difficulty with the situation of the Ordnance Department was that none of our product was bought direct. Large numbers of shell boxes might be purchased and these boxes might call for a great deal of ply-wood for partitions or diaphragms, but beside seeing that it is up to grade, the item of plywood as such would not interest the ordnance department in the least, for they let the contractor for a certain number of boxes, and it is up to the box makers to secure the material specified. In most boxes the specifications called for either solid lumber or plywood parti-

AFTERNOON SESSION

The first subject taken up at the afternoon session was an address by Clyde H. Teesdale of the Forest Products Laboratory, Madison, Wis., who spoke in part as follows:

The forest products laboratory is a branch of the Forest Service, which in turn is one of the bureaus of the Department of Agriculture, by which it is financed. About two-thirds of the work on war problems is financed by the War Department or the Navy. The laboratory at Madison was originally organized to study problems in connection with the utilization of wood, etc. The work on war problems has been gradually expanded along the line of timber testing, strength tests of wood, testing of boxes for the ordnance department, airplane propellers, gas defense in the chemical laboratories, and the work on the strength of veneers and the manufacture of laying-up of veneer, which includes gluing.

My own particular work is on the laying up and gluing. We have been spending a great deal of our time on waterproof glues and ingredients which go to make up glues, and special methods of laying-up veneer. It is entirely possible to obtain waterproof glues. The ones which have received the most consideration are made from soluble albumen from the blood of animals, and the other from casein. Our work on blood albumen has been on formulas for making the glues and preparing specifications for blood albumen. We find it best to be bought under certain specifications.

With respect to casein, we have spent most of our time on that product because it seemed to have advantages from a production standpoint over the blood albumen. It is entirely possible to obtain waterproof glue from most of the caseins on the market, but we find it is difficult to obtain a uniform product. Every individual shipment of casein received is different. That requires a change in the formula for the glue, otherwise the glue would not be waterproof, as it lacks in strength, so that a successful glue cannot be made from it at all. That makes it necessary to test each lot of casein received. For that reason we have felt that in general the panel plants would not be very successful if they attempted to use their own formulas. A plant in order to be entirely successful would have to organize itself to purchase the materials, analyze them and make certain the casein is of a suitable character, and have some one in the plant who would know all about the formulas. For that reason we have not published our formula and we have hesitated in giving it out, and blame it on the methods rather than where the blame belongs.

It is a fact though, that it is entirely possible to produce a successful casein glue from most of the casein which is obtainable. It is our opinion that the most successful plan is to purchase the casein glue from some company organized to select the product, analyze it, and if necessary test the casein so as to get a uniform product and arrive at a formula for each particular lot received. In that way a uniform product can be furnished to the manufacturer and thus relieve the panel man from that trouble.

The formula we arrived at has been given out to a few companies and we are interested in determining how successful they have been, and later it may be possible to give the formula out generally, but I am somewhat skeptical as to how the formula will work out. We are trying to arrange to have the casein purchased on specification.

In answer to a question, Mr. Teesdale said that the laboratory furnishes the formula to the people whom the War Department suggests.

With reference to the pressure of panels, he said that in the opinion of the laboratory the material should be left under pressure for not less than five or six hours in the case of panels.

Continuing, Mr. Teesdale said that the U. S. labor-

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 a complete line of
 Built-up Stock in most
 any size or thickness,
 including Walnut, Maho-
 gony, Quartered
 and Plain Oak, Ash,
 Gum, Plain or Figured
 Birch, Yellow Pine,
 Sycamore, Cotton-
 wood, etc.

ESTABLISHED 1880

WRITE for COMPLETE PRICE LIST

tions. All that I could do was try to keep the committee advised as to what boxes were being bought and who were getting the contracts and every time I could to slip in a good word for the plywood. Just before I left Washington they were trying out some boxes, very much like the old Bethlehem box which was made in large numbers in Canada during the first years of the war. This box calls for three plywood partitions and seems to me the most practical container of its kind.

The naval aircraft construction people buy plywood (that is, waterproof plywood) but they have to have it in such tremendous sizes, that the source of supply is narrowed down to such an extent that our committee could render little practical help. We were able to give them information on several occasions, but we could not tell them many people equipped to turn out panels eighteen to twenty-four feet long by six to eight feet wide. Some of the lengths I understand are even greater and as this material is said to be used on pontoons and hulls of the great navy flying boats and hydroplanes they are the actual sizes required.

In the Signal Corps some plywood and very little single ply was bought direct, the single ply mostly for repair depots and the plywood for overseas shipment. But the great bulk of our material was being brought by the airplane manufacturers, and the Signal Corps was only interested in seeing it was up to grade. It was the belief of the committee that by centralizing all this various buying and by laying out a plywood program and letting the plywood manufacturers know just what the government expected of them, the best results could be obtained. The president of this association and the chairman of the committee went to Washington and at joint conferences between the Signal Corps and the naval aircraft people the matter was thoroughly discussed. The aircraft people laid out their program. They knew how much plywood they required.

atory expected to have some data on drying panels shortly, but at the present time the information is not in shape to be given out. He thought it an advantage to have the material thoroughly dry before the veneer is laid up. Rotary veneer is tangentially cut, which has twice the radial shrinkage and swelling. The value of walnut and mahogany for gunstocks lies in the fact that they do not swell much. He said that anything over one-twelfth of an inch is likely to cause trouble in panels.

In answer to a question in regard to the spread of casein glue, he said that they secured about twenty square feet of three-ply per pound of glue when dry, but it varies according to the moisture in the casein.

At the conclusion of Mr. Leesele's remarks he was tendered a hearty vote of thanks for his address.

The next speaker was J. Rattray of the Guaranty Trust Company, New York City, who addressed the members on the subject of "Post War Problems." The main points of his talk are summarized herewith:

The character and extent of our post war problems, will be contingent very largely, if not wholly, upon the kind of peace that is established at the conclusion of the war, and also upon the duration of the present struggle. A compromise settlement must not be accepted. It is only by forcing the unconditional surrender of German autocracy that we can hope for a permanent and satisfactory peace, and as we are constructing our war machine for the purpose of accomplishing that great result, we should likewise prepare for the future upon the same basis.

The keynote of Britain's preparations is co-operation. Co-operation among industries, between industry and banking, among those having interests abroad, and between business and the government. To obtain this co-operation 87 committees have been formed to take action on matters affecting trade development, finance, raw materials, coal and power, intelligence, scientific and industrial research, demobilization and disposition of stores, labor and employment, agriculture and forestry, public administration, housing, education, aliens, and legal matters.

In this country there have been specific instances of government action to co-ordinate our resources for peace, but the subject of reconstruction as a whole has not yet been considered. Our policy of preventing co-operation in business was modified by the enactment, April 10th, of the Webb law authorizing combinations in export trade, and in order to have co-operation in its true sense, further changes must take place.

A continuation of the war must entail more extended government control and price fixing, but the information obtained by government agencies for that purpose should prove invaluable in directing the readjustment of business to peace conditions. The inventory of our national resources that has been taken should indicate very clearly where production is most urgently needed, and if this information is properly disseminated, serious industrial losses may be prevented.

The readjustment of labor will be one of the most serious problems after the war. The immediate effect of peace will be the cessation of war industry, and many will be thrown out of employment, at least temporarily, through the shutting down of plants. As demobilization proceeds this army of unemployed will be considerably augmented unless business activity in other directions is stimulated. Immigration from Europe may still further aggravate the situation, unless there are restrictions on emigration from European countries, or conditions there that will induce labor to remain at home. Present indications are that on account of depleted population, efforts will be made to prevent emigration from European countries.

Today conditions are different, and although our need for in-

formation is different, the information available is different. We obtain our information from the same sources that we have always obtained it from. The same old means of transmission have never been abandoned, and are usually accessible. The War, we are sure, will be a success. The Government will be a success. Our country will be a success. It is to be said to someone that they should expect to see some more war troubles.

The danger of the war has not yet in large degree passed the ranks of war industry, and after the war none of them will doubtless continue to be in the position that they now occupy. Women, however, are being trained to heavy manual labor, so that in the event of a cessation of their employment at such work, should be dismissed.

After the war it may be heavy for some time to meet interest on our external debt, and our indebtedness, but as we have no external indebtedness, this taxation will not lead to any actual depletion of our resources, although it will involve some change of ownership. Ownership of government bonds will receive in payment of principal and interest, the revenue obtained by taxation for that purpose, and as these bonds are owned by over 20,000,000 people, the burden of taxation will not be nearly so heavy as if it were confined to make payments to the few.

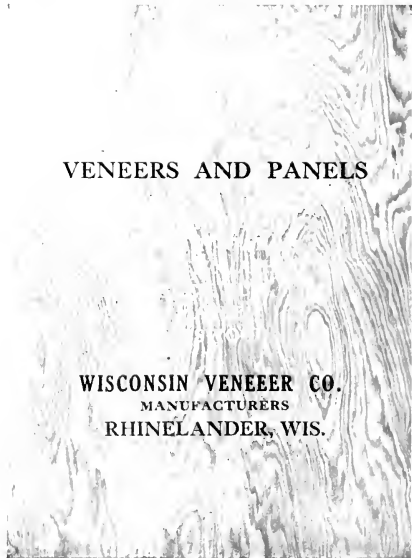
Other matters must be a much heavier burden than we on account of their external debt which must be paid for with production. The necessity of meeting maturing obligations for interest and principal should give an impetus to manufacturing in foreign countries, but foreign manufacturers require raw materials of which there will probably be a very serious shortage. As the leading producers of raw materials, we have sufficient, if not abundant supplies to enable our manufacturers to produce to capacity.

Our exports for the fiscal year ended June 30, 1914, were \$2,364,573,148, and for the fiscal year ended June 30, 1917, \$6,293,806,090.

What are the prospects for maintaining this trade after the

VENEERS AND PANELS

WISCONSIN VENEER CO.
MANUFACTURERS
RHINELANDER, WIS.



war? We are better equipped for producing, transporting and financing such business than ever before, but in the face of keen competition after the war will that enable us to hold what we have obtained?

After the war it seems inevitable that there will be at least a temporary depression, but if we wish to make it severe, the surest way is for leaders of industry and finance to talk depression and urge curtailment. Conversely if assurances of unexemplified prosperity are given, an era of expansion may ensue with possibly more disastrous results. A safe and sane middle course is desirable.

LABOR PROBLEM

"The Labor Problem" was the subject of an interesting talk by H. E. Miles of Washington, D. C., chairman section on industrial training for the war emergency, of the Council of National Defense. The speaker touched upon the great cost of hiring men who do not stay on the job. He cited the case of one large firm which had employed 15,000 men since January 1, and has only been able to increase its force by 4,500. He said that a new obligation rests upon the employers of America, as they must now and henceforth make the mechanics who will turn out the products of the country, and suggested having a department set aside for training and developing new workers. More skilled mechanics are needed now than are available.

The report of the war service committee was submitted by Chairman B. W. Lord, of Chicago, who said:

The war service committee appointed at the last meeting went into the work very seriously and carefully. Mr. Gorham and myself went to Washington at the request of the signal corps and gave them some information in regard to plywood, the available supply of the veneer plants, logs, etc., and all that data is compiled. Shortly after the committee was organized it seemed that all the mills were flooded with orders for plywood for export. A great many of the orders were duplicated, and the committee did a great deal of work in having that stopped by having all the orders approved before being placed.

In regard to the available supply of logs, the committee got the necessary data, and put the different airplane manufacturers in touch with the plywood manufacturers and others, where they could secure their material. The problem first was to secure a waterproof glue.

It seems now without question that the usefulness of that committee is over; the committee therefore wishes to resign and the members recommend that it be dissolved. That committee has had quite a little of your money, there being about 90 mills supporting it, eight of which have resigned. In rough figures the committee has received something like \$6,000 to carry on its work. We sent Mr. Webster to Washington to keep in touch with the different departments. The committee has something like \$1,700 in the bank, as well as some office supplies, furniture, etc. The committee recommends that this money be donated to the Red Cross from the veneer and panel industry.

The committee suggests that the information in the office as regards the equipment of the mills, etc., be sent to Secretary Young, and that the data be opened to the Signal Corps, or any government department who wishes it, or any members of the association.

There is no one on the committee to my knowledge who has taken advantage of his position. Every time I asked for a meeting the men came at their own expense, and they have given their time ungrudgingly to the work. I think from the situation as outlined by Messrs. Burrage and Clark in Washington they can

handle the matter better than we can. It is impossible to have men representing the business who are not practical or experienced men, therefore this committee was appointed six months ago to gather certain data for the government. All our records and correspondence are open to any one who has supported the committee in any way, to look into carefully. The spirit of the committee has been to do anything the members could towards the winning of the war.

We all have to consider that we are laboring under greater difficulties than ever before. Labor, transportation, changing of men, and the breaking in of new men; all these matters have to be studied carefully. When we speed up we are apt not to make as good stock as in normal times. It means closer application in our business to produce the desired results.

Mr. Horne moved that the resignation of the war service committee be accepted, with due appreciation for what it has done, and that the funds left over be divided equally between the Red Cross and the Y. M. C. A.

The motion was seconded and carried unanimously, after which the convention adjourned.

Douglas Fir Rotary Veneer

Eight years ago the total production of Douglas fir veneer little exceeded one million feet log measure a year. Complete statistics of veneer production have not been published since 1909, but it is a matter of common knowledge that the output of Douglas fir has greatly increased since then. The rotary stock is all figured, due to cutting across the rings of growth in a slanting direction. The rings contain strong contrast between the springwood and summer wood and these give the figure. The patterns don't vary much, and some regard the figure as monotonous by continually repeating the same things; but the door manufacturers and the makers of interior finish have found the figures popular with the buyers of these articles. There is no great variety in color. In tones, all Douglas fir panels bear a strong family resemblance. They do not have much individuality when one is compared with another, but when panels of this wood are compared with those of other woods there is little probability of being mistaken as to which is which. The eastern wood which most nearly resembles Douglas fir in rotary veneer is longleaf pine; but even there the differences are considerable.

Just what place Douglas fir is destined to fill in the veneer industry of the future will depend upon the favor which the wood will meet from the buying public. This is the most abundant wood in the United States or in the world. The combined volume of all the hardwoods of the whole country does not equal in quantity the single species of Douglas fir. It covers a million square miles of territory, and it is not difficult to foresee vast opportunities for it in the veneer industry. It matters little what the demand may be, there will be enough Douglas fir to meet it. The stock is used in ways other than as panel material. It goes into boxes, baskets, crates, and wherever there is demand for cheap, substantial veneer. Except as core stock or in other hidden parts, it is not apparent that it is much used in the furniture industry.

Purchases Large Walnut Tree

What is considered one of the finest walnut trees in the state of Indiana, and probably the largest, has just been purchased by the W. T. Thompson Veneer Company of Edinburg, Ind. The tree is located on the College campus at Crawfordsville, and the company paid \$650 for it where it stands.

W. T. Thompson, president of the company, in writing about it, says that the body will be cut into airplane stock and the stump into veneers for high-class piano trade.

To the Enforcement Commission, and the Enforcement and court rules should be for members.

Report of Inspection Male Committee

John W. McTure, chairman, in a statement to the meeting before presenting the report of the committee. He said the committee is gratified to report that the results of the rules adopted last year have given a more satisfactory station than ever before in the history of the trade. There has been no complaint.



F.S. UNDERHILL
THE PHILADELPHIA
SONG BIRD.

and criticisms had been received during any period heretofore. He said that in the absence of the stability and considering the strong sentiment in favor of the stability of the ruling changes would be recommended.

He said:

It should be borne in mind, however, that the rules are continually in process of evolution and must be changed when necessary to meet changed conditions in the trade. It may be well to keep it some of the underlying

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PLACE IN
MICHIGAN!



T.A. WASHINGTON

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A NEW
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T.A. WASHINGTON
THE NASHVILLE
HUMORIST



HAR!
HAR!



MAY LAMBERTON
OF MEMPHIS

principles which govern the making of the present rules. Rules were not intended to lead the trade into new methods of conducting business. On the contrary, rules follow the trend and general course of business which is constantly changing. Rules do not make the grades, but describe the grades and are generally accepted by the trade. When the rules fail to follow closely the changes in conditions in trade, just so far do the rules fall short of their true purpose and tend to become obsolete.

He then pointed out the probability of present abnormal conditions necessitating changes which would not ordinarily be re-

quired. New uses call for specialized classes of stock, for instance, in airplane and propeller work, and as some of these lines will become prominent commercial factors in purchasing, it seems probable that changes to meet the specific demands in these lines will come about.

Mr. McTure then described what he considers two principles of inspection. Firsts and seconds and selects are graded according to the size and number of defects, while the lower grades are judged by the number and size of cuttings contained in the first. He said that it is inevitable this double system will eventually

values, and it can be expected that future changes in the rules will follow uniformity in principles of inspection, and that all lumber below firsts in quality will be graded according to cutting value.

Firsts and seconds, according to Mr. McClure, can remain a combined grade as at present, but seconds are to be a cutting grade instead of a defect grade.



Under present methods, all standard grades except selects are inspected from the poor side of the pieces, while in selects both sides are inspected. He then went on to say that the new grades of selects adopted a year ago has caused no disturbance and that improved and additional grades may become necessary.

He said: "If important branches of the consuming trade use lumber for purposes where only one face of the cutting is required to be clear, we should have more grades specifying best face inspection. On the other hand, a large element of the trade requires cuttings which are exposed on both faces after being worked into the finished product, and there should be rules which accurately describe the grades used for such purposes."

He went on with a brief reference to the inspection proposals which were printed in detail on page 38 in the May 25 issue of Hardwood Record, and then told of frequent conferences held with industries represented in the consumption of specialized material covered under the grades suggested.

He read the report of the committee on inspection rules and moved this be adopted. His request was favorably acted upon, it being moved by E. V. Babcock that the report of the inspection rules committee be adopted in toto.

The chair then called upon Lieut. Jean Hollande, a member of the French army, now connected with the French High Commission located in New York City. Lieut. Hollande said that he with his father and grandfather before him were lumbermen before he entered the service; that he had been doing business with American shippers for about thirty years. He is here representing the

commission in the purchase of lumber and expressed high appreciation of the National association. Lieut. Hollande's remarks were brief but much appreciated.

On motion of F. S. Underhill of Philadelphia, suitable resolutions were adopted pertaining to the recent deaths of a number of prominent association members.

Inspection Petition Voted Down

T. M. Brown, who has represented a number of lumbermen in an



effort to bring about the adoption of National hardwood rules by the Hardwood Manufacturers' Association of the United States, through the adoption of certain resolutions described in detail in previous issues, was then given the floor.

Mr. Brown introduced himself in his capacity as chairman of this body of lumbermen, and then read the resolution which had

previously been forwarded in the mail to all members of the National Hardwood Lumber Association. He said that of the membership within the association, numbering 932, votes approving the plan were received from 537 and opposed to it from 91. Less than 100 expressed themselves as not caring to vote.

He then analyzed the apparent alignment of sentiment for and against the resolution and then moved its adoption, calling upon Ralph Jurden, president of the American Hardwood Manufacturers' Association, to explain how the original meeting happened.

Mr. Jurden said that he could speak authoritatively on this subject. He said that the opinion that the petition emanated from other organizations is not true, but rather that it came only from individual members of the National association.

He then referred to the controversy between the hardwood lumbermen and the vehicle interests, saying that it eventually reached the stage where it seemed impossible to settle it. A prominent vehicle manufacturer in talking with one of the lumbermen interested officially in this controversy, made the suggestion that had the hardwood lumbermen one central committee which could speak and act for the entire hardwood trade, the executive committee of



the vehicle people will be glad to accept to attempt a solution.

This matter was submitted to H. A. Robinson, Hardwood Manufacturers' Association at Memphis, the spokesman in question. A meeting was immediately called by the executive committee of the American association. This committee proceeded to call into conference representatives of all of the hardwood associations. A meeting followed in two or three days at which the matter was thoroughly discussed, and at which the representatives of all of the other lumber associations agreed that a committee to be made up of ten lumbermen representing all of these bodies. This was to meet with a like committee of the vehicle people. While the question of meeting with the vehicle people was under discussion the question arose as to the differences between the grading rules of the two associations. That led into a general talk as to what the differences were and reasons for having the two sets of inspection rules. It seemed the consensus of opinion that there should be some common ground upon which the lumbermen could get together. It was brought out that the presence of two rules has caused considerable confusion at Washington.

The ultimate outcome of this discussion was the petition referred to.

Mr. Habcock then moved the adoption of the resolutions.

The chair then called for a discussion asking those in favor of its adoption to present their case first.

Charles H. Barnaby of Greenville, Ind., was the first speaker. He said that it appeared there were a number of people who did not thoroughly understand the rules; that the great object was to get the two organizations together from the standpoint of inspection.

Mr. Barnaby took up then the specific objections, one being the clause to do away with inspection at the source. He reviewed the increased demand for inspection at point of origin, saying that many shippers do not employ their own inspectors but rely upon the association solely. He said that this is wrong; that if a man has faith in his own business he should at least inspect his own lumber without relying upon the association to furnish his labor. He said that this question has been a serious one before the association for a long time.

Referring to the second objection, that is, the refusal of official inspection without consent of the seller, Mr. Barnaby said that the present rules do not allow such inspection without mutual agreement. This mutual agreement cannot come without the participation of the seller. The practice of the buyer putting on an inspector without consulting the seller is all wrong and should be rectified.

He said:

If this resolution is voted down today this organization should instruct the directors of this association to see to it that these instructions are carried out in your inspection department.

Mr. Barnaby then gave his views regarding the suggestion for a committee of five saying that this could work more handily and would get the lumbermen more closely in touch with the inspection work.

In reply to a question as to the necessity for the article doing away with National inspection at point of origin, Mr. Barnaby said that it was thought at the meeting that the lumber trade would be better off and that a man should have faith enough in his business to be able to make his own inspection.

Emil Guenther of Philadelphia then talked at length against the resolution, saying that in his opinion it was destructive rather than constructive legislation. He maintained that those opposed to the resolution were fighting for a principle, namely, the uplift and advancement of the associations, and that voting against the adoption of the resolutions would constitute the support of the president and board of directors.

Mr. Brown then requested that E. O. Robinson, president of the Hardwood Manufacturers' Association, take the floor.

He emphatically disavowed any connection between the resolution and the Manufacturers' association or himself as president of

that association. He maintained that it was purely a personal matter designed to benefit the interests of the industry. Mr. Robinson then emphasized the fact of his interestlessness and belief in the good of the resolution by stating that his concern does a very heavy wholesale business as well as a manufacturing business. He said that he



hoped everyone would believe him square and that he is willing to go ahead the same whether the resolution is accepted or rejected.

Mr. Robinson stated that there are advantages in inspection at the point of origin, but maintained that for the good of the industry as a whole the resolutions should be adopted.

L. L. Scherzer of Demopolis, Ala., spoke strongly against the resolution and was followed by Gen. L. C. Boyle.

Gen. Boyle necessarily talked in a general way urging co-operation



and emphasizing the growing necessity of it. The real purpose in Mr. Boyle's talk was to emphasize the supreme need of a united industry so that its needs may be fairly presented before



MR. JEAN HOLLANDE, FRANCE,
FRENCH HIGH COMMISSIONER



JOHN M. PRITCHARD, MEMPHIS, SECRETARY
NATIONAL AMERICAN HARDWOOD MANUFACTURERS' ASSOCIATION



JOS. E. DAVIES, WASHINGTON, WHO
ADDRESSED THE MEETING

the government at Washington. He cited the favorable outcome of government price hearings, satisfaction being the result of the united presentation of the cases brought up. He maintained that the hardwood industry is in a peculiar position and that the adjustment of the price question cannot be satisfactorily brought about without unity of action and the same methods of measuring values.

Mr. Boyle said that noting the evidences of unity and patriotism he could not believe that the association would fail on minor issues, and he closed with a remarkable tribute to Secretary Frank F. Fish and said:

"This is an association that is big enough to be generous."

Mr. Boyle was followed by Hugh McClean of Buffalo who opposed the resolutions on the ground that the present National hardwood rules are recognized throughout the country and the world.

Earl Palmer followed saying that while it might seem curious to be opposed to the rules inasmuch as his name was attached to the petition, he nevertheless was going to vote "no." He expressed himself as believing that the legislation would cause factionalism within the association and create a distinct cleavage between the wholesale and the manufacturing element. He paid a tribute to the sincerity of the purpose of the men behind the resolution. He maintained that the elimination of inspection at the point of origin is impractical.

In his comments upon the measure, J. V. Stimson of Huntingburg, Ind., referred to the good that must come even though the resolution fell through on account of bringing so many men together for the discussion of National and trade problems. He said that something would grow out of the measure and that in all probability a plan would be devised by which the two national bodies could get together.

He stated that inspection rules constitute merely an expression of value and that it has been the purpose of the association to give as correct an expression of value as possible. He believed that the resolution even though it does not pass would, through having introduced a definite basis on which the two bodies could get together, be worked out to a point of tangible form where this would come about.

John W. McClure of Memphis then spoke strongly against the measure saying that the proposed resolution did not contemplate any consolidation of the organizations, which are now splitting up the business, but rather contemplates detachment of the inspection service from the two organizations and putting an inspection department into the hands of a committee which will be de-

tailed from all of the other organizations and will bring confusion and conflict.

He expressed the fear that this might possibly bring about the formation of another association instead of the consolidation of the two now in existence.

Mr. McClure then read a written statement which he had prepared, expressing his views in a pointed and very clear manner covering this question. He made his argument in six points, all of which were well taken and ably developed.

Mr. McClure was followed by E. V. Babcock who expressed himself strongly against the resolution saying that he, representing his company had approved of the proposition, but that he had changed his opinion after giving it more thorough study.

He was followed by Otis A. Felger, who expressed himself as very much pleased with the prospect shown for ultimate amalgamation of all the hardwood interests.

Following a short talk against the measure by B. C. Currie of Philadelphia it was moved that the debate be closed, which motion was seconded and prevailed.

A viva voce vote was then taken on the measure and it was overwhelmingly defeated.

Resolution Offered by E. V. Babcock

E. V. Babcock of Pittsburgh then offered the following resolution in lieu of the one that had just been discussed:

WHEREAS, It is evident that abnormal conditions due to the war have resulted in greatly increased demand for the bonded certificate of this association; and

WHEREAS, The difficulty of obtaining a sufficient force of competent inspectors to meet this demand is now apparent; be it

RESOLVED, That it is the sense of this meeting that members will refrain in so far as possible from making sales necessitating the bonded certificate at point of origin, and only demand inspection service for the adjustment of differences arising after inspection and measurement of shipment has been reported; and be it further

RESOLVED, That the attention of the board of directors be called to the necessity for the strict enforcement of the following clause in the inspection service regulations:

"This association possesses no authority to impose its inspection in any of the markets, except through the mutual agreement of parties at interest; therefore, unless it is explicitly stated in the contract of sale or purchase, that the lumber concerned in the transaction is subject to national inspection, such inspection cannot be insisted upon by either buyer or seller, and can only be made available by the mutual consent of both parties after a dispute has arisen."

WHEREAS, The mutual interests of the United States government and the hardwood lumber trade demand a single standard for the inspection and measurement of hardwood lumber, be it

RESOLVED, That the members of all hardwood lumber organizations be urged to use only the inspection rules of the National Hardwood Lumber Association.

Mr. Babcock moved the adoption of the resolution, the motion being carried and adopted unanimously.

Mr. Babcock then expressed his anxiety much pleased and encouraged by the fact that the measure he had just proposed was passed unanimously. He stated that many of the minor troubles and abuses that occurred in the past will be ironed out.

George W. Hotchkiss of Chicago, secretary emeritus of the Illinois retailers, then addressed the meeting briefly and told some interesting stories of the older days of sporting.

Election of Officers

The next order of business was the election of officers.

J. V. Stinson was nominated by Earl Palmer for president. The nomination was seconded by Charles H. Barnaby.

Hugh McLean then nominated Charles A. Goodman of Marquette, Wis., for president, the motion being seconded by D. H. Day of Glen Haven, Mich.

Mr. Stinson declined the candidacy and seconded the nomination of Mr. Goodman, who was then elected as president for the ensuing year.

The following members were elected as vice-presidents: Horace F. Taylor, first; John W. McFlure, second, and C. H. Warester, third.

The nominating committee then submitted the following names of members to serve as directors for the ensuing three years:

F. L. Brown, Chicago; F. S. Underhill, Philadelphia; E. O. Robinson, Cincinnati; Bayson Smith, Minneapolis; W. L. Saunders, Cadillac, Mich.; Earl Palmer, Memphis; J. L. Scholtz, St. Louis; R. L. Jurson, Memphis. Mr. Babcock then asked for a vote expressing appreciation of

association members for the work done by Secretary Day. The measure was carried by a unanimous vote.

After a short recess of 15 minutes by President Woods, the meeting adjourned at 10:30 o'clock.

ENTERTAINMENT

Frank Fisher commented to everybody's satisfaction that a banquet such as this can be successfully pulled off if the preparation of the program is given proper consideration. In the first place, the setting must be right and in the second place, the program must start and proceed in a manner to secure and hold the interested attention of the audience. There was only one incident to mar the program laid out for the banquet on Thursday evening. While that was unfortunate, it did not turn out seriously, although it somewhat militated against the inspiring effect of the initial number.

The setting of the banquet was most gorgeous and inspiring, the Gold Room of the Congress in which it was held showing an exaggerated effect of an old-fashioned flower garden. The blending and intermingling of colors in the flag and floral decorations called forth admiring exclamations from everybody.

The entertainment itself was well worth while and the banquet hall was crowded right up to the end of the last number.

The smoker has always been an occasion of great delight for everybody attending and was no less so this year than heretofore. In contrast to the more staid spirit prevalent at the banquet, there is always an element of good fellowship prevailing the smoker. The entertainment was varied and sparkling and the refreshments most excellent.

Vehicle Committee Discontinued

Through government official action, the wagon and vehicle committee of the National Implement and Vehicle Association has been discontinued.

The following letter from Col. W. S. Wood of the Quartermaster's Corps explains the change in relations of this committee and of the development concerning the supplying of horse drawn war vehicles:

Washington, D. C., June 17, 1918.

Mr. R. V. Board, Chairman, Wagon and Vehicle Committee.
My dear Mr. Board:

1. With reference to the governmental relationships of the wagon and vehicle committee, and specifically to its relationships with the office of the quartermaster general and with the Jeffersonville depot of the quartermaster department, I desire to inform you that on account of the organization of the War Industries Board and its arrangements for the execution of its functions through various commodity sections, these two relationships of the wagon and vehicle committee have automatically ceased to exist. All activities along these lines on which the committee has hitherto been working are therefore brought to a close. This committee then ceases to exist in its relationship to the office of the quartermaster general, and as an advisory committee of the depot quartermaster at Jeffersonville.

2. The woodstock committee, inasmuch as it was a sub-committee of the vehicle committee, also automatically ceases to exist, and will discontinue any functioning which it has been performing in the past as such.

3. In officially making this announcement, I desire to express my sincere thanks and appreciation to the individual members of these two committees, not only for the hearty cooperation which they have given in the performance of this work, but most especially for the excellent results which they have obtained.

4. Those results have been so complete and comprehensive that this office through your assistance has been able to supply all vehicles, spare parts, etc., which have been required by the government. Practically at no time has there been any order that could not be immediately filled. The work which the committee has performed has been done with most excellent judgment, and was of such a character and performed in such a manner as could not have been done by any except those having an intimate and full knowledge of the conditions of the vehicle industry, from the stump to the finished product.

5. The assistance rendered has been invaluable, and I can assure you all personally and collectively that your efforts have the entire appreciation of this division. I trust and feel that your services will still remain available to the government, either as individuals, or as a war service committee representing the vehicle industry of the country.

W. S. Wood,

Colonel, Q. M. C., U. S. A.,

In Charge, Vehicle and Harness Division.

The Day of the Substitute

This is unquestionably an era when substitutes are having full play, and when as a matter of economy study of substitutes on the part of the buyer of materials is an absolute necessity. It is not only a question of holding down the cost, but of getting the material at all, and the wise purchasing agent therefore is looking over the whole field with a view to finding that "something else" which will fill the need in case the product he has been accustomed to purchase is no longer obtainable in sufficient quantity or at a price he can afford to pay.

All of this is making for changes in the wood using situation. Fortunately, the range of uses of various hardwoods is remarkably broad. No one wood is restricted to one particular use, and the various woods overlap each other to a considerable extent, as far as commercial applications are concerned. Thus the opportunity for interchange and substitution is great, and conditions such as the present put a premium on the ingenuity of the buyer who knows lumber well enough to be able to manipulate it to advantage in connection with the operations of the manufacturing plant with which he is connected.

That also suggests that the salesman who is unable to deliver the item the customer wants, but who knows of something else, which he can get, that will serve the purpose just as well, is always sure of an interested audience from the lumber buyer. In fact, he can win a place in the heart of that buyer that will be exceedingly valuable a little later on, when conditions are back to normal, and it is a case of looking the market over and taking the best, without any limitations or restrictions.

The salesman who knows his business also knows the business of his customers, and does his part to tide them over difficult periods such as the present.

One of the best things in the world for our vanity and enthusiasm is in the fact that we can't see ourselves as others see us.

The trade mark on lumber furnishes a sort of safety mark for the easy mark, with a protection against getting stuck by a salesman who will "sold" him, since it will enable the buyer of lumber to locate the manufacturer and hold him responsible.



The Navy on Top



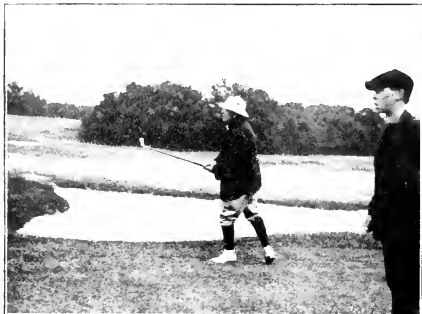
Ensign Addison Stillwell, previously "Ad" Stillwell, again "cupped" at the lumbermen's tournament at the Flossmoor Country Club on Tuesday, June 18. Although not having played since the last tournament, he put over a remarkably good game and retained his title of champion.

Mr. Stillwell's card for the thirty-six holes of play was 79 78-157, which was five strokes better than the score of W. J. Foye of Omaha, which showed 89 82 162. These two experts were the con-

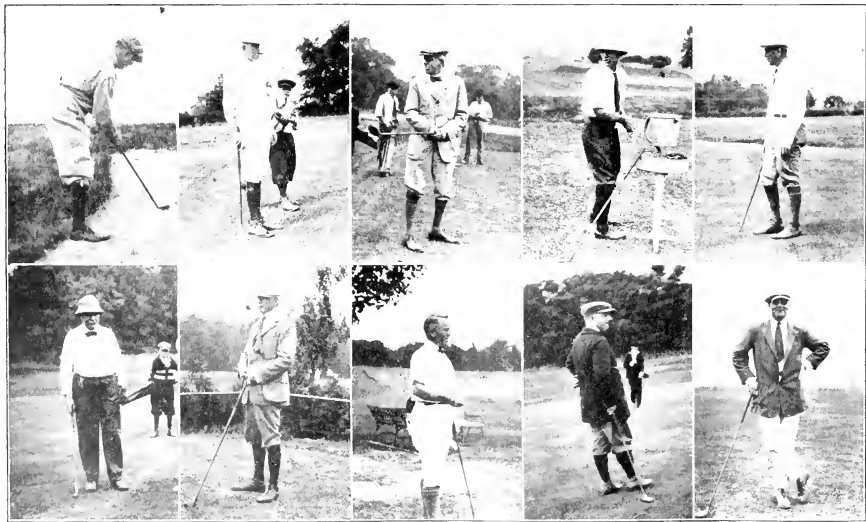
tenders last year also for the final play. In fact, they had to play off for the permanent possession of the American Lumberman cup for extra hole play. Stillwell has been in the navy practically since then and now has the rank of "ensign."

Mr. Stillwell played with Foye, Charles F. Thompson and L. W. Lincoln.

The Stillwell cup offered by Mr. Stillwell for low gross score for thirty six holes necessarily could not go to him, so this being the



CHARLES T. THOMPSON SHOWING HIS FORM UNDER TRIAL



TOP ROW: L. E. CROW; F. R. GADD; H. H. BETTLER; E. A. THORNTON; RALPH JURDEN. BOTTOM ROW: JOHN C. SPRY; BILL SWIFT AND HIS PIPE; L. E. ROLLO; H. W. CHANDLER; RALPH BOND

the first round of the match.

The first round was a close and exciting one. The players were evenly matched and the result was a tie. The second round was also a close one, with the home team winning by a narrow margin.

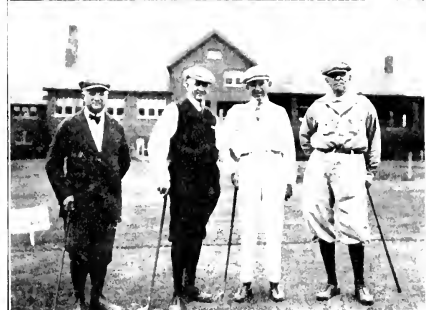
... recently ... as complete ... the ... and

... W.

... ..

Winners

... ..



FIRST ROW READING FROM LEFT TO RIGHT, STARTING WITH SECOND MAN: BISHOP, SMALLEY, FLINN, CARYLE, POWELL AND PERCY STONE; MARK H. BROWN AND E. H. DEFEBAUGH, SECOND ROW: JOHN McLAUGHLIN OF CHICAGO; THE SPORTY LOOKING MEN ON THE RIGHT ARE M. L. WEN RANSOM AND L. W. CROW, BOTTOM ROW - A. M. RICHARDSON, GEO. OSGOOD, L. P. DUBOSE AND GARRITT LAMB, KELLY, THE SAW MAN AND MARK BROWN OF MEMPHIS

John Hansen trophy—Low score on second hole, 16 tied with a 3—Tom Moore won the toss.

Half Century trophy, for players over 50—C. M. Smalley, 92-13-79.

N. A. Gladding trophy, match play against par—C. F. Thompson, 2 down to par in morning.

J. E. Kelley trophy—W. H. Powell, 51-29-31.

Winners of Eight trophies:

First flight, presented by L. E. Rollo—Won by H. White, 93-10-83.

Second flight, presented by R. L. Jarden—Won by E. A. Thornton, 97-12-85.

Third flight, presented by George B. Osgood—Won by James Miksak, 92-14-78.

Fourth flight, presented by J. C. McLachlin—Won by F. R. Gadd, 99-16-83.

Fifth flight, presented by H. H. Hettler—Won by E. H. Defebaugh, 108-29-79.

It has been the custom for the winners of the various cup trophies to fill them with champagne on presentation at the evening banquet, and to pass them around among the guests who partook of refreshment therefrom.

It was suggested by President J. W. Embree on this occasion that just enough of this beverage be used this year to go through the form of following this time-honored custom, and that the money ordinarily spent for this purpose be diverted to the American Red Cross. The suggestion met with whole-hearted approval.

At the business session the usual routine work was carried through.

President Embree appointed as nominating committee, W. L. Sharp and F. B. Stone. This committee named the following men who were elected:

PRESIDENT—C. M. Smalley.

VICE PRESIDENT—V. F. Mashek.

SECRETARY-TREASURER—FRANK BURBAGY.

DIRECTORS—Ralph A. Bond, E. A. Lang, Neil Flanagan, F. J. Burns and L. E. Rollo.

The following is a detailed summary of the scores:

LEADING GROSS SCORES		1st.	2d.	Total.
A. Stillwell.....	79	78	157	G. M. Coale.....104 110 214
W. J. Foye.....	80	82	162	W. D. Swift.....104 110 214
I. W. Lincoln.....	82	53	175	J. B. Osgood.....100 115 215
R. J. Jarden.....	92	92	184	M. A. Mummert.....112 106 218
C. F. Thompson.....	87	98	185	L. C. Dempsy.....102 117 219
M-K Ramsom.....	97	91	188	F. P. Stone.....112 109 221
G. J. Pope.....	96	92	188	E. Defaulaugh.....113 108 221
H. White.....	96	93	189	C. J. True.....110 111 221
J. S. Wood.....	96	93	189	E. A. Lang.....113 109 222
R. A. Bond.....	92	97	189	E. L. Grant.....115 108 223
F. E. O'Dowd.....	95	95	190	W. F. Coale.....120 104 224
V. F. Mashek.....	97	93	190	Frank Burbagy.....118 106 224
E. A. Thornton.....	102	98	194	F. Campbell.....112 112 224
M. H. Brown.....	102	93	195	C. A. Marsh.....120 106 226
E. Kenyon.....	95	100	195	J. E. Kelly.....119 108 227
J. A. Cashin.....	98	99	197	J. Mortenson.....108 110 228
J. W. McCardy.....	95	103	198	L. Doster.....115 113 228
F. J. Burns.....	97	103	200	G. E. Lamb.....114 114 228
H. W. Chandler.....	104	98	202	L. P. Dubose.....115 115 230
L. E. Rollo.....	102	102	204	R. C. Bidlo.....109 121 230
H. H. Givels.....	109	96	205	E. S. Gamble.....122 109 231
F. L. Hutchins.....	103	103	206	E. O. Robinson.....116 116 232
A. M. Richardson.....	104	102	206	M. Bots.....114 118 232
J. W. Embree.....	101	105	207	W. P. Flint.....108 127 235
W. L. Sharp.....	103	104	207	L. W. Crow.....124 121 245
Frank Burbagy.....	109	98	207	A. L. Ford.....129 125 254
E. Gadd.....	109	99	208	J. W. McLean.....122 132 254
J. Hanson.....	105	105	210	J. Brantley.....141 134 275
W. F. Johnson.....	107	104	211	A. J. Sine.....151 145 296
C. A. Flanagan.....	105	107	212	

Sapstain in Vehicle Stock

The woodstock committee, representing the National Implement and Vehicle Association, is trying to lessen losses because of sapstain in wooden vehicle stock that is sawed in dimensions and shipped green during the summer. In some instances the losses from this source run pretty high, and in extreme cases it amounts to nearly the whole shipment. It is therefore important that those who ship such stock take all practicable precautions to keep the damage as low as possible; but there seems to be a deficiency of information as to what causes sapstain and how it may be lessened or prevented. The committee sent out a questionnaire to shippers and manufacturers, and asking for opinions as to the best time to cut vehicle stock and the best means to lessen sapstain during shipment in summer.

The substance of some of the replies is printed in the circular. Some of them are practical and to the point, while others betray a lack of knowledge as to what sapstain is and how and why it acts.

In the issue of HARDWOOD RECORD of July 10, 1917, pages 18, 19, and 20, an article under the caption, "Troubles Caused by Sapstain," answers most of the questions asked in the circular, particularly those concerning measures to prevent such stain. The article is too long to be reproduced here, but some of the points may be given:

Sapstain is caused by a fungus and is not due to any "sour sap" in the wood.

The fungus spores float in the air and fall upon the wet surface of the wood where they grow and produce the stain.

This fungus grows only in warm weather and only on damp surfaces.

It affects green wood more than dry because the surface of the green wood is damper.

Therefore, the best preventive consists in drying the surface as

quickly as possible, and that is why it is beneficial to pile the lumber to permit air to blow freely through the piles. The surface may dry enough in a few hours under favorable circumstances to prevent the germination of the fungus spores that fall on it. In that case, no staining can take place. This explains, also, why some shippers obtain better results when they leave the car doors wide open; air blows through and dries the surface of the stock within, if it is placed in open piles with passageways for the air.

The season when the trees are cut has no good or bad effect on the liability of the wood to sapstain, so far as the wood itself is concerned; but the warm weather may have a lot to do with it. Fungus cannot germinate in cold weather, and trees converted into lumber then are immune to attack because of the cold. Stock sawed in winter is liable to be partly dry before warm weather, and is fairly safe; but it is because its surface is dry and not because it was cut in winter. But trees felled and lumber sawed in warm weather may become stained before the surface has time to dry. That is all there is in winter or summer sawing, so far as its liability to sapstain is concerned.

The activity of the flow of sap in the tree has little or nothing to do with sapstain of the wood after it is cut. There is about as much sap in a green tree at one season as at another, and where there is any difference, there is more in winter than in summer. Sap "goes up," but it never "goes down." It passes out through the leaves and escapes, except a little that is converted into new wood.

The suggestion contained in the circular sent out by the National Implement and Vehicle Association that denim stock be placed in open piles in the car for shipment is a good one. It has reason on its side. The other suggestion that the lumber be sprinkled with salt is probably a good one. The salt doubtless kills the fungus spores before they can germinate and send their suckers into the wood.



The Lumberman's Round Table



Meeting Changing Conditions

One of the most established facts in the lumbering world today by most people is that of natural selection. It is a fact that the species which did not adapt to the new environment was pre-destined to be eliminated. It is a fact that the species have found means of survival in the struggle for existence. It is a demonstrated fact that the effort was made to meet the new conditions and to develop them.

There is a lesson in this just as there is in the animal life. The lesson which is being taught to the lumberman takes no account of the method, but points to the result. The way of escape is so completely going to be made that it is a matter of time of such a nature. Unless it changes, the lumberman will struggle with the new conditions under which the old way of doing will be eliminated.

The war is bringing this fact to the attention of the lumberman. The product which has a place at the head of the line now is a product that can be used in the war. It is in demand at some sort that soldiers need, and hence is something to which the channels of supply are being kept open, and for which the demand is assured in advance.

As one of the leading hardwood millmen of the country said recently, business is good because everybody using lumber is making something for the government.

And he added, succinctly, "And it they are not making something of that kind, they are pretty nearly 'having to quit.'"

That is perhaps a broad statement, and exceptions might be made to cover such products as musical instruments, furniture, etc. But taking the woodworking industry as a whole, it is found that they are rapidly adapting themselves to war conditions, and that they are continuing to get along by the plan of producing goods which are needed in the prosecution of the war.

Manufacturing a Labor Problem

Most of the problems of the millman now are problems which are phases of the main question of getting a sufficient supply of the right kind of help. The labor problem is the big, fundamental problem underlying the rest.

The shortage of logs which one hears about occasionally is principally due to lack of help in getting them out. The superintendents of the mills can produce plenty of lumber if they can get the men to work at the saws and on the yards. But getting and holding help is a problem worthy of the name.

Inasmuch as most of the mills are turning out lumber for war work, a definite appeal might be made to the patriotism of those who are failing to stay on the job and do the regular work which is needed in every industry if it is to do its share toward winning the war.

Holding labor is also a health problem, as much as anything else. Where malaria and other ills are prevalent, and where typhoid is not controlled, you can't expect to have 100 per cent attendance by those who are nominally on your payroll. This is where the organization of a medical department comes in. If you have a good doctor who is looking after your men, and who is given real co-operation in the matter of sanitation, food supply, housing accommodations, etc., you will not only have less trouble holding your men, because they will like to work in that kind of mill, but you will have a more productive force, for the reason that more men will be physically able to work at any given time.

The industrial doctor has become a big factor in the medical world, because it is now recognized that he is standing back of the army of workmen in all lines of production, doing a big share to keep them physically fit, and helping to keep the supplies needed by the soldiers moving to the front. The lumber manufacturer who has a doctor of this kind serving his organization has a real asset.

Times Conditions More Difficult

The lumberman is being helped by the government in many different ways, but it is not so difficult to find ways in which he can help himself. One of the ways of doing this is to meet the new conditions of the market. The lumbering industry has been helped by the government in many ways, but it is not so difficult to find ways in which he can help himself.

One of the ways of doing this is to meet the new conditions of the market. The lumbering industry has been helped by the government in many ways, but it is not so difficult to find ways in which he can help himself. Another way of doing this is to meet the new conditions of the market. The lumbering industry has been helped by the government in many ways, but it is not so difficult to find ways in which he can help himself.

The Southern Historical Train Association, which has their quarters at Memphis and a branch in Louisville, is planning to establish another branch in the Red River district of Louisiana. The demand for service which has come from operators in that section of the country is sufficient evidence that hardwood manufacturers are not yet prepared to get along without expert advice on the subject of traffic.

The Economic Side of Dimension

The manufacture of dimension stock is necessarily considered first from the commercial standpoint, because a business must be reasonably profitable if anybody is to stay in it. But its real and fundamental importance pertains to the economic service which is rendered by the producer who is cutting his lumber to size and shipping it to the consumer in that form.

The situation is familiar to everybody, and yet it is worth while to recall the facts occasionally. Consider the waste that is eliminated by this plan, which enables the manufacturer to work on the material so closely that very little that is intrinsically valuable has to be thrown away.

Another factor is the conservation of timber. If the logs are properly worked up in a dimension mill run in connection with a sawmill, there will be a much better showing from the standpoint of conversion of timber into finished products. Walnut is getting to be largely a dimension proposition, and it is a wood which especially needs the careful handling and manipulation assured by this plan, in order to make the available supply go just as far as possible. There is enough walnut to go around, but it must be intelligently handled in order to make the supply equal the demand.

The man who is in the dimension business may be having his troubles commercially, but they have got to be settled, because that is a business which is economically right; and no industry can afford to be lost which is on that kind of basis.

Poplar in Food Containers

Gum is used for so many different things at present that if you don't know what material is going into a certain product and guess gum, you are pretty likely to guess right. Gum is getting an enormous play just at present in the manufacture of boxes of all kinds, and boxes are in great demand in connection with the shipment of war supplies.

It is interesting to note, however, that poplar, which has never lost the high esteem in which it is held by many consumers, is still being specified for a number of food products. Creamery butter, for instance, is almost invariably shipped in a box made of poplar. Where it is desired that the product be kept clean, sweet and free from stain or odor, poplar is the material which can be depended on to achieve that result, and hence many of the most discriminating food manufacturers are continuing to buy poplar boxes and shooks.

Occurrences at Washington Interesting to Lumbermen

Price Fixing on Fir and Pine

It is reported among northern hardwood lumbermen here that the government will next fix the prices of northern pine and hemlock lumber, but Acting Lumber Director Edgar has intimated that he will next take up price fixing of the hardwoods of the Appalachian region. In either case the government price fixing policy and procedure as indicated in the following may be of interest to hardwood men. Yellow pine prices are raised to a \$28 base. Fir prices are also raised. Mill prices apply to all purchases alike.

A summary of the principal points in the report of the War Industries Board follows:

The price fixing committee of the War Industries Board has fixed maximum firm prices for northwestern fir logs and lumber and for southern pine lumber. The detailed schedules of these item prices have been approved by the president and publicly announced. The prices established are manufacturers' F. O. B. mill prices for shipment at the mills, the same for all purchasers. They are maximum prices, not floor prices, to hold for a period of 90 days from June 15.

No regulation has been made with regard to transactions other than sales by manufacturers at the schedule prices. Wholesale dealers, retail dealers, and all others are entitled to buy on the basis of these F. O. B. mill prices. As yet no regulation of rates or profits has been made with regard to sales either by wholesalers or retailers to consumers. The War Industries Board believes that sales by all dealers should be made at reasonable prices based on a strictly reasonable profit above the fixed schedule rates. The board is confident that the trade will conform to the spirit of the existing regulations and the board will not proceed to further regulation or restriction of dealers' prices until their conduct of business indicates that such action is necessary.

EXPLANATORY NOTE

Douglas fir lumber prices apply on lumber manufactured in the Pacific Northwest and represent an average increase of approximately \$2.75 per thousand board feet over the former list of prices for Douglas fir sold to the government. The prices as now established are F. O. B. mill and apply to all purchases. Discounts for rail shipments.

The yellow pine prices apply on lumber manufactured in the southern states named in the ruling. These prices represent an average increase of approximately \$4.80 per thousand over the former government list. The prices now established for yellow pine are, likewise, F. O. B. mill and apply to all purchases of yellow pine for mill shipments.

The mill prices charged to the commercial trade for yellow pine, prior to the date of the new ruling, averaged considerably higher than the price fixed for government purchases.

This new ruling will not result in any higher prices than formerly paid by the commercial trade for yellow pine, although it does mean a higher price for the government. In the case of Douglas fir, the new prices will result in a very slight, if any, advance advance to the commercial trade.

Both the advance in fir and pine prices now fixed are based on cost investigations made by the Federal Trade Commission and are due entirely to increased costs of labor and supplies.

MAXIMUM MILL BASE PRICES FOR YELLOW PINE LUMBER

The prices of all southern or yellow pine lumber in the states of Missouri, Arkansas, Oklahoma, Texas, Louisiana, Mississippi, Tennessee, Alabama, Georgia and Florida shall not exceed the item prices named in the list, except that in the first three states named above an additional price of \$3 per thousand will be allowed on all items of short leaf soft pine C and better finish, casing, base and jambs.

Prices on items not covered by above list shall be priced on basis of nearest comparable item.

The usual trade practices shall continue, including cash discounts to be applied to the United States government purchases as well as all others, except that in commercial transactions where purchasers do not avail themselves of the cash discounts the accounts may be converted into trade acceptances, which do not bear interest before maturity.

The custom of delivered prices of lumber to purchasers' destination points shall remain unchanged, including the equalization of freight rates.

Contracts for the sale of lumber entered into in good faith prior to midnight June 14, 1918, and enforceable at law, will be performed in accordance with their terms, subject, of course, to orders received from the government which require the requirement of a higher price.

It is imperative that, with the least possible disruption of the industry, the vast war needs of the government, both direct and indirect, for southern pine lumber be supplied on a fair basis; that an adequate supply and equitable distribution thereof be assured for essential commercial needs; that the movement thereof be facilitated and that injurious speculation therein be prevented. Therefore the procedure outlined below, by agreement with the representatives of the manufacturers of southern pine lumber, has been adopted for a period of three months beginning midnight June 14, 1918.

The procedure is that each manufacturer of southern pine lumber shall: Make contracts and accept orders for his product at prices not in excess of the applicable maximum prices, always subject to an option at the applicable maximum prices in favor of the United States or the nominee of the War Industries Board. Under this option, which will cover all southern pine lumber down to time of actual delivery to the purchaser, the War Industries Board to any extent required will allocate either to the government or to other essential users. Any balance not so allocated will be released for sale to commercial buyers, but at prices no greater than those determined upon as above set forth.

Comply with the directions of the War Industries Board as issued from time to time, with reference to filling commercial requirements in the order of their public importance and to furnishing such information and making such reports as may be required.

Keep up to the best of his ability the production of southern pine lumber so as to insure an adequate supply so long as the war lasts.

Neither reduce the scale of wages nor being paid nor change fundamental labor conditions now in force.

The government will apportion the car supply available for lumber and arrange for its transportation, subject to allocation by the War Industries Board as aforesaid, to the end that injury to the industry due to abnormal war-time conditions be neutralized so far as may be.

Foreign trade, except to the governments of nations associated with us in the present war, is not to be affected by this ruling.

The report here gives a list of pine prices in accordance with dimensions and regions, and then proceeds to a consideration of western fir prices in a similar way. An extract from the fir report is summarized below:

MAXIMUM PRICES FOR FIR LOGS

The maximum price for fir logs in the Pacific Northwest delivered at points where it has been customary to make deliveries to the saw mill operators shall be \$20.00 per thousand for No. 1 logs, \$16.00 per thousand for No. 2 logs and \$12.00 per thousand for No. 3 logs, scale as to the grade and contents to be determined according to the methods that have been customary in the various districts. Prices are on a basis of logs up to and including 40 feet in length; logs over 40 feet in length to be priced on same basis for extra lengths, as has heretofore been established by custom or (in case of uncertainty or question or variation in the different districts or to past custom, as to point of delivery, method of scaling or prices for extra lengths) as may be decided by the lumber section of the War Industries Board. In no case shall any greater prices than those mentioned above be allowed for logs during the period mentioned. Any additional cost for log freights occasioned by Order No. 28 of the director general of railroads is to be added to foregoing log prices on logs so affected.

MAXIMUM PRICES FOR FIR LUMBER

The price of fir ship timbers under the Ferris schedule to the Emergency Fleet Corporation to remain the same as those determined upon by the price fixing committee March 19, 1918, namely: Item prices that average \$40.00 per thousand for a complete schedule for both the rough and dressed items, and all sales of lumber for other vessels requiring a schedule of lumber of similar type shall be furnished at not to exceed the same basis of prices.

The prices of fir lumber for aircraft use to remain the same as those now in effect.

The prices of all other items of fir lumber shall be based on the West Coast price list of May 1, 1915, plus additions noted on discount sheet No. 22, of February 15, 1918.

Prices on items not covered by the above list shall be priced on basis of nearest comparable item.

The custom of delivered prices of lumber to purchasers' destination points shall remain unchanged.

"No freaks in design" is the word now in the furniture world, "for everything must have a meaning." This may be plain English to the initiated, but somehow the common variety of man finds it difficult to locate a reasonable or familiar reason for some of the furniture designs seen in the show windows.

It is the multitude of little things that make big things and some thinking people are now advancing the idea that one of the biggest things in the woodworking industry in the future will be along the line of developing the manufacture of smaller articles and through this utilizing much wood that has been going to waste.

Every once in a while we hear about Siberian oak being imported into this country but one of our consuls advises us that very little Siberian oak proper has so far been marketed and that most oak marketed under that name has been really Japanese oak.

Clubs and Associations

Important Information on Foreign Trade

The sixth proceedings of the National Wholesale Dealers' Association, held at Chicago, April 18-20, 1918, have just been published. The volume contains some 4000 pages of information, and is the property of the National Foreign Trade Council, 111 E. State St., New York City. The price is two dollars.

Information is covered in the following departments and many other lines of great importance to this section:

Wholesale Truities Meet

The eighth meeting of the National Wholesale Dealers' Association, held at New York on June 11, A full report showing the progress of the association in cooperation with the government was given. The unanimous support of the association was formally given to the recently formed National Bureau of Wholesale Lumber Dealers. It showed the usual reports of the officers and committees, in which W. S. Barlow of the Johns Lumber Company, Toledo, Ohio, was elected second vice president at the last meeting, and that of which has accepted.

W. H. Scoville of Pittsfield, Mass., was elected to all the executive positions.

President Taylor appointed the following committee to represent the association before the Federal Trade Commission at Washington for June 25-27, 1918: J. W. M. DeLong, Jr., Chicago, Ill.; C. M. S. R. G. Kay, Philadelphia, Pa.; Robert R. Stone, New York City; Merrill E. Wall, Buffalo, N. Y.; B. H. Ellington, Richmond, Va.; F. H. Stoner, Pittsfield, Mass.

Furniture Trade Optimistic

The fifth annual session of the Retail Furniture Dealers' Association of Tennessee, held at Nashville, Tenn., June 14-16, brought together some of the leading furniture manufacturers and a large group of dealers who discussed problems entering into furniture making at this time. It developed that the manufacturers' present outlook is that the lumber market would be very firm for the first six months of the year. High grade oak, suitable for war and furniture uses, and priced at a low at the top notch, gradually to advance and demand large, with a complex labor situation, a disemployment in summer logging. From the standpoint of furniture sales, they held up surprisingly well in view of the falling off in building. It seems that much remodeling and modernizing of buildings and equipment in a measure takes care of decreased building and that the furniture trade has not suffered much. Summer and mission products taking up lower grades. The cash and installment features, improve most in most of the states in country homes, hotel work, exportations to Central America and Cuba make the business steady and growing one. It was brought out that the metal bed trade is much impaired by the war, materials high and scarce. This of course will help the wooden bed that much. There is a phenomenally good situation on refrigerators but a scarcity of labor here, occasional strikes and the demand for machine gun cases from the government made it an impossibility to fill orders, and factories running three months behind.

Plans Being Perfected for Meeting of Southern Alluvial Land Association

The over-shadowing feature of the forthcoming semi-annual of the Southern Alluvial Land Association at Hotel Cluson, Memphis, July 12, will be an address by William L. Mitchell, treasurer of the Federal Land Bank, St. Louis, Mo., in which he will outline plans looking to government aid in developing and putting into cultivation the millions of acres of cut-over lands in the lower Mississippi valley. Bankers, landowners not identified with the association, and other interests have been invited to attend and the belief is expressed that this movement will represent the beginning of a new era in the development and colonization of these properties.

Mr. Mitchell attended a conference at Memphis, June 13, with a committee appointed by the association to discuss this subject. He outlined tentative plans he now has under consideration but declined to give out anything for publication until these plans be further matured. He consented, however, to address the convention here July 12 on this subject and members are looking forward to this meeting with much interest. They have already pledged their hearty cooperation in the plans Mr. Mitchell will discuss.

Secretary F. E. Stonebraker has extended an invitation to Hon. Franklin K. Lane, secretary of the interior, to address the semi-annual on the plans of the government for providing lands for soldiers who return from the war. The latter recently outlined these plans in a speech at Chicago and since that time a movement has started on the Pacific coast with a view to inducing the government to locate these soldier farmers in the Far West. Members of the association, who live their cut-over lands in the lower Mississippi valley are among the richest and most productive in the world and that they are available on far more reasonable terms than any other such property anywhere in the United States.

Other details of the program will be announced later.

Hardwood Trades Association Wins Another Rate Victory

The Southern Hardwood Trades Association has another victory. The new rate for the shipment of 100 cubic feet of E. H. Lumber Co. material, which was established with effect on June 1, 1918, has been reduced to the same as that for the shipment of 100 cubic feet of other lumber.

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Mr. W. J. Stonebraker, secretary of the association, stated that Mr. M. A. Stonebraker, president of the association, had secured the reduction of the rate for the shipment of 100 cubic feet of E. H. Lumber Co. material, which was established with effect on June 1, 1918, to the same as that for the shipment of 100 cubic feet of other lumber.

Mr. M. A. Stonebraker, president of the association, stated that the rate for the shipment of 100 cubic feet of E. H. Lumber Co. material, which was established with effect on June 1, 1918, has been reduced to the same as that for the shipment of 100 cubic feet of other lumber.

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Since the introduction of the new rate, it has been found that the rate for the shipment of 100 cubic feet of E. H. Lumber Co. material, which was established with effect on June 1, 1918, has been reduced to the same as that for the shipment of 100 cubic feet of other lumber.

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We feel confident that it was the intent of the railroad administration to apply this rule to all lumber and other rough materials, and we are confident that we can charge down to the same level as it applies to all lumber.

The association is putting forth every possible effort to have all inequalities in the new rates ironed out, in so far as they affect lumber and lumber products, and it is meeting with considerable success. Mr. Townshend states that there is a vast amount of work to be done to keep lumber on a just basis as compared with other materials, properly classed as construction materials, and that it will require a great deal of time to do the needed. He is confident that the advance will become effective June 25 and that it will apply on both old and new business practically without exception.

Mr. Townshend said that general order No. 25 issued by the Railroad Administration, bearing on payment of freight, had provided that the rule requiring payment of freight charges within forty-eight hours, should not become effective on lumber and forest products until August 1.

Manufacturers of southern hardwoods are doing everything they can to get out shipments of lumber, sold on the basis of present rates, before the new rates become effective at midnight June 24. They are encountering considerable difficulty, however, for the reason that there is quite a pronounced shortage of equipment in the way of box cars and motive power. Lumber interests here hoped to clean up all their old engagements before the date named but present indications are that they will fall considerably short of this mark. Officials of the Southern Hardwood Trade Association say they are receiving many complaints on the score of a shortage in affecting the movement of lumber.

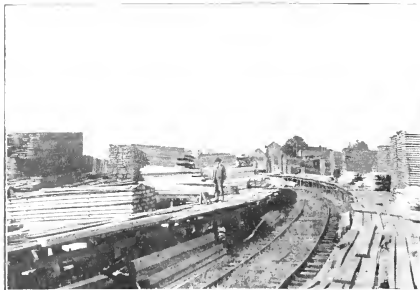
There is likewise an increasing shortage of flat cars for handling log shipments into mills at Memphis and elsewhere in this territory. Officials of the Valley Log Lumbering Company report that the Yazoo & Mississippi Valley road has taken off quite a considerable number of flat cars here before available for log loading and that their work is being held in check on this account. There is likewise complaint of flat car shortage on some other lines. Mills at Memphis are being adversely affected by the shortage of flat cars because this is resulting in greatly lessened receipts of logs. Some of them are having to operate intermittently at present and in some cases the shut-down periods are becoming somewhat embarrassing.

The association on June 15 issued the following statement to its members bearing on car requirements:

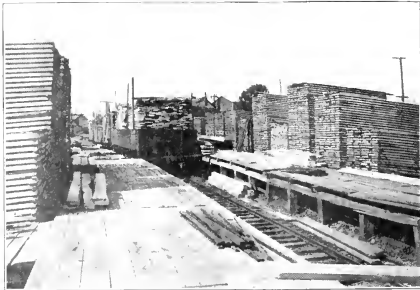
We have been requested to call the attention of members to the necessity of advising the railroads fully as to their car requirements. We are limited on several occasions within the past thirty days industries have discontinued for periods of three or four days without notifying the superintendents of the roads serving them, with the result that cars have been placed and later pulled out empty.

The County's Silos

More than 400,000 silos are doing duty in the United States. Wisconsin leads in capacity, with room in its silos for 4,785,000 tons of feed. New York has as many silos as Wisconsin, but their average size is smaller. In Mississippi the silos are doing duty in the largest numbers. The total capacity of the silos for the whole United States is 31,000,000 tons. The average capacity is about seventy eight tons. The softwoods get most of the silo business, but in some regions the hardwoods are in demand. The usual woods for silos are pine, hemlock, cypress, cedar, redwood, and Douglas fir.



INDICATING THE VARIETY OF STOCK AT MEMPHIS



THE DUDLEY COMPANY BELIEVES IN LOADING FULL

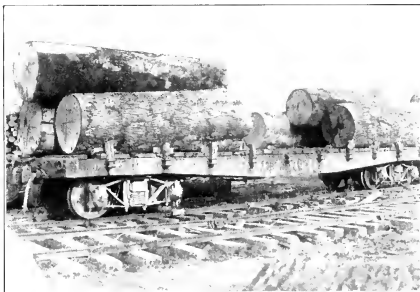
Modern Hardwood Operations

Dudley Lumber Company, Memphis, Tenn.

Hardwood Record is pleased to present herewith a story of the successful building up of an organization along a single idea. The idea of specialization in hardwoods has not been carried out very elaborately, but in the instances in which this policy has been followed it has proven very successful.

The Dudley Lumber Company in Memphis, Tenn., is a successful exponent of the policy of specialization in hardwoods. Starting in Memphis about fifteen years ago the company eight years ago began the specialization of ash and has since handled ash practically exclusively. Its success in the endeavor has rested on the fact that the company furnishes special widths and lengths in different thicknesses and carries a large assortment of stock so that the customer may be given anything he requires. In the merchandising of ash there are so many requirements for special widths and lengths that for a man making a specialty of this wood it is almost necessary that

a very wide assortment be on hand so that the customer may be able to use anything he requires without waiting to secure sufficient quantities through picking over mixed assortments. In other words, he does not have to buy the full product of the log as he usually does in other hard-



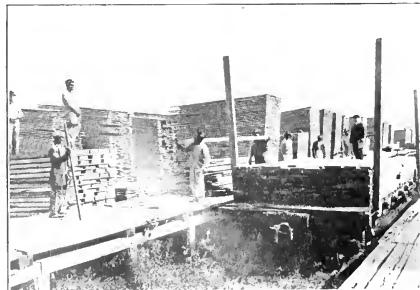
ASH LOGS LATER CUT AT MEMPHIS

woods.

The Dudley Lumber Company has made it a policy of assorting all stocks into three or four different widths as it goes into pile. For instance, if a customer wants all 6 to 7-inch widths, or all 12 inch and wider, these thicknesses are found in respective piles. The Dudley company has taken special pride in its ability to furnish the unusual requirements in ash.

In building a specialized business in this wood, it has been necessary to take into account the peculiar conditions surrounding its growth. Ash is found in limited quantities mixed with other hardwoods and in order to meet the variety of demands of customers it is necessary to assort any stocks brought in. The company maintains an assembling yard at Memphis and also at New Orleans, and manufactures a large percentage of ash which it purchases or ships from its own

timber, thus enabling it to cut special widths or thicknesses. The Memphis yard carries a good assortment from which it makes deliveries to the domestic trade. The yard at New Orleans enables the company to make prompt delivery to boats for export shipment and a good assortment is necessarily carried at that point. Here also a part of



UNLOADING A CAR ON THE MEMPHIS YARD



A COUPLE OF BIG ONES AND SOME MORE IN PILE



UNLOADING AT NEW ORLEANS



ALLEY IN NEW ORLEANS YARD

the domestic trade is taken care of.

The Dudley Lumber Company is now recognized as a distinct specialist in ash and having built its reputation on that wood the company's name

usually comes to mind when ash requirements are in order.

The officers of the company are: H. J. Dudley, president, and C. B. Dudley, secretary treasurer and active manager.



ALLEY IN NEW ORLEANS YARD



ALLEY IN NEW ORLEANS YARD

The Mail Bag

B1192—Hollywood Wanted

Grand Rapids, Mich., June 18. Editor *HARDWOOD RECORD*: We have a customer who is trying to locate 2,000 feet of 2" white hollywood, and we are unsuccessful in trying to locate anyone who saws this wood, and we are wondering if you could give us any information as to about where you think we may be able to obtain a small quantity of it.

B1193—Quartered Oak and Cherry

—, June 14. Editor *HARDWOOD RECORD*: We have approximately 200,000 feet of 6" and wider, 12" and thicker 10' and longer quartered oak and cherry which was purchased for use in manufacturing airplane propellers. This has all been government inspected and is A-1 stock. We are desirous of calling this stock to the attention of parties who would be interested, who would probably be aircraft manufacturers or furniture manufacturers. It is necessary that we dispose of this within a short time and would appreciate any advice as to how you would suggest placing this item before the proper parties. This material is worth \$185 to \$200 per M feet.

Still Working on Cost Report

The cost committee of the *Hardwood Manufacturers' Association of the United States* handed in its report at the recent meeting of the members of the open price plan, the report being handed back to the committee

for revision in accordance with suggestions made at the meeting held at Cincinnati, on June 12.

The meeting of the open competition members revealed a strong situation with little tendency to accept new business until present orders are cleared up.

Fifty-four Years on One Job

Ephraim Catchpole is dead. Few people ever heard of him while he was alive, but his fame is going forth since his death because he accomplished the unusual feat of holding one job fifty-four years without promotion, demotion or vacation. It was a simple job, working the log saw in a little mill at Leiston, England. Saws wore out and were replaced with new ones, but the man worked on and did not wear out till eighty years old. Then he took his first and final vacation, remained idle sixteen weeks and died. His work was limited but it lasted a long time, and what it lacked in breadth was made up in length.

Beech Blocks for Lasts

The constantly changing patterns of shoes call for large numbers of lasts. When a last is shaped for shoes of one style it cannot be remodelled to fit shoes of another style, and a new last must be made and the old one discarded. This necessitates a constant renewal of lasts and constitutes a heavy drain upon the supply of wood. The beech from which a last is made is seasoned from two to three years to bring it to the required condition. Those for leather shoes and boots are made chiefly of sugar maple, while those for rubber may be of some softer wood, which is usually basswood. The cost of maple has advanced to such a figure that substitutes have been hunting for substitutes. The most practical substitute is beech and it is being worked into lasts. It is not wholly an experiment, for a few beech lasts have always been in use, but it has not been considered as satisfactory as maple.

With the Trade

Letters from the Front

The Pitly-Holloway Company of Chicago and Clayton, La., has been a liberal contributor to the national service, three prominent members of the organization now being with the colors. They are Lieut. Glenn H. Holloway, a principal of the company; Lieut. Roy Cookston, formerly log and timber man, and Sherman Amsden, formerly office manager.

Lieut. Holloway is now in one of the forestry regiments in France; Mr. Amsden is in the officers' training camp with the U. S. Aviation Corps, Carruthers Field, Fort Worth, Tex. Lieut. Cookston is also in one of the forestry regiments. Mr. Cookston's and Mr. Amsden's pictures are shown on this page.

Glenn Holloway recently received a letter from Mr. Cookston, which is given below:

France, May 18, 1918.
A P O 747.

Dear Mr. Holloway:

Have changed station since I last wrote you. Am in the Chief Engineer's Office, Depot Section, handling all supplies for the Forestry operations. Some job it is, but still not so bad, only you have to be a mind reader to tell what some of these fellows want, as they each have a name of their own.

You want to be sure to stick at home and take care of the business. Was only thinking of what it would mean to me if you should come over and get piped, as all of my plans for the future would be as the French say, *levé*.

Saw your write-up in the Southern Lumberman. Some trip it was, but wait until I get back! I will have one to tell that will make yours look like a wild dream. I believe I have told you before that my time over here has been put in on a traveling job. I never traveled half as much in the States as I have over here. There are very few towns in France that I haven't seen. Have made about 12,000 K. on motorcycle and quite a few in cars marked with white letters, a horse, or 40 men, and a few of these express trains where you throw all the remains of your lunch on the floor so that the odor will blend with the carrie that the Frenchman in the seat across from you has eaten. Believe me, if you ever spend a night in a compartment with all the windows closed, as they always are, you will never kick on my Chesterfield cigarettes again, even if I do smoke them in the morning before breakfast.

When Mr. Amsden leaves for France have him look me up at this address, which is also my mail address—Office of Chief Engineer, Depot Section, APO 747, AEF, France. Chances are he will have to report at this P. O.

Am enclosing a small picture made down in southern France.
Yours very truly,

ROY COOKSTON,
1st Lt. Eng. N. A.



LIEUTENANT ROY COOKSTON, TWENTIETH ENGINEERS, FOREST



SHERMAN AMSDEN, TRAINING AT CARRUTHERS FIELD, TEXAS

Reviving Nebuchadnezzar's Gardens

A trade item in a consular report states that farm and garden tools are being shipped in considerable numbers from England to Mesopotamia where the British armies are planting gardens and fields to supply food and forage for the campaign in that ancient land. In the time of Nebuchadnezzar that region was highly cultivated and extensive canals, used for irrigation, may still be seen where they cover the country like a gridiron. Turkish rule killed all industry three centuries ago, but the land is as fertile and water for irrigation is as plentiful as ever. The British are beginning at the bottom in their redemption of the desert, by providing food from the soil. Incidentally, a great market for agricultural machinery ought to develop there as rapidly as the Turks can be driven out and the wheels of progress started.

Why Artificial Limbs Are Called "Cork"

The term "cork leg" has been a long time in use, and most people reach the conclusion that such limbs are made of cork. That conclusion is erroneous. Cork is the bark of an oak tree that grows in southwestern Europe and northwestern Africa. The bark is peeled from the tree trunks in sheets seldom much more than an inch thick. It is soft and weak, not as hard or as strong as the weakest wood in our forests. An artificial limb of that material would be useless, because it would quickly break. Its only valuable quality as material for artificial limbs is its lightness, and perhaps the very light weight of artificial limbs has suggested that they are of cork. An average artificial leg weighs about three pounds, the extreme weights being one pound for the smallest and seven for the largest. The extremes for arms are one pound for the lightest and two and one-half for the heaviest.

Artificial limbs are made of wood, nearly all of them being willow. They have leather, rubber, and metal parts; but the main portion is willow. Some makers use other woods. But since none is of cork, whence that common name? Because some of the best artificial limbs were once made in the town of Cork, Ireland, and the name of the place was gradually applied to the article itself, and has remained until the present day.



JOE THOMPSON, MEMPHIS, PRESIDENT THOMPSON KATZ LUMBER COMPANY

Riel-Kadel Lumber Company Changes Name

The Riel-Kadel Lumber Company has been active in the south-wood business and has attained a prominence as a dealer in ash.

The original organization was made up as the company name would imply, but this was changed about a year ago when the present names, Joe Thompson, vice-president, and Herman Katz, vice-president, became the business. The nature of the change was from now to the Thompson Katz Lumber Company is merely that the personnel may be more truly represented in the firm's style. It is emphasized that there is absolutely no change in the personnel or policy of the corporation, but merely a change in

Transportation Company of the British West Indies. A transportation company to handle business from Memphis to South America. The line generally handles lumber and other goods. The company has also been known as the "Straight" line. Other pieces of business when it found the necessary facilities.

However, the vessel of thirteen years old, starting in May, 1917, the company had lost two of its great boats. In May, 1917, the "Dirigo" was submerged and sunk. On June 2 of this year the company's prize new four-masted schooner, the "Sam C. Mengel," was torpedoed 175 miles off New York harbor, the crew being landed by a Norwegian vessel.



HERMAN KATZ, MEMPHIS, VICE-PRESIDENT THOMPSON KATZ LUMBER COMPANY

According to Capt. H. T. Hanson the vessel was boarded by the submarine crew, as she did not have gun protection, and while the crew took to the boats the Germans placed bombs in the hold and proceeded to blow her up.

The "Samuel C. Mengel" was valued at \$175,000, being a schooner of 315 gross tons, launched at Bath, Me., in 1916. The vessel was on its second round trip, and was making an almost record run from West Africa, having left there in April. The vessel was originally launched as an auxiliary schooner, but her engines were later removed to insure more cargo room.

Losing two big schooners within thirteen months, at a time when bottom-toms are in such demand, is a hard blow, especially for an inland concern which has to depend on its own shipping to get its raw products in. At the time the vessel met with disaster she was carrying a big load of cocoa for delivery at New York.

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the firm name. Mr. Thompson and Mr. Katz are, with prominent in the southern hardwood field. Mr. Thompson prior to June 1, 1917, having been vice-president of the Dudley Lumber Company.

Mr. Katz is a nephew of Moses Katz of Wauson, Wis., who was until his recent retirement vice-president of the E. Soudheimer Company, Memphis.

Mr. Thompson states that the company will continue to specialize in white ash lumber in all grades and thickness, and special widths and lengths also. He says further that his company caters to the requirements of industries using specially selected white ash suitable for airplane construction and repairs.

The company maintains an assorting yard at Memphis for the handling of white ash and carries a good assortment of ash at many southern points. The company recently acquired a few very choice tracts of ash timber, which it is now operating, the logs being manufactured in Memphis.

People once hearing the name of this company won't forget it, especially after hearing the cable address, "Tomkatz," connected with the name.

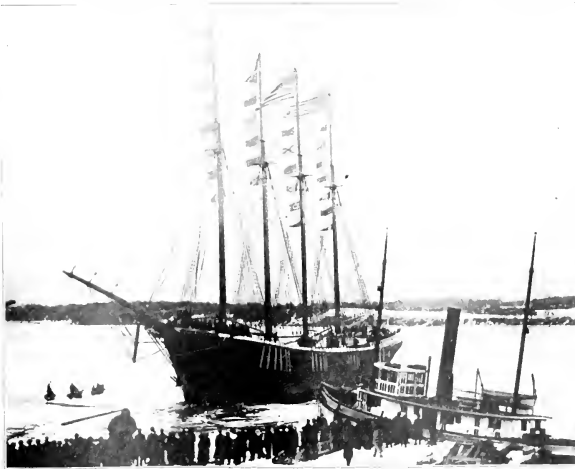
Mr. Thompson and Mr. Katz are in high standing in southern hardwood circles, and deserving of all the success that will come and will come to their enterprise.

Mengel Company Hard Hit by U-Boats

The C. C. Mengel & Bro. Company, Louisville, Ky., large importer and manufacturer of mahogany, has rather unfortunate during the past year in connection with having sea-going vessels sunk. Shortly after the outbreak of the war this concern started buying vessels for its own use, and in the fall of 1917 incorporated the Axim

Standardization of Wagons

The National Implement and Vehicle Association met on May 1 and 2 at Louisville, Ky., and adopted certain standard parts and dimensions for farm wagons. A summary of the report is given below. The vehicles under consideration are in five classes: Farm wagons, valley wagons, mountain wagons, one-horse wagons and farm trucks.



FOUR MASTER SAM C. MENGEL, TORPEDOED JUNE 2 OFF NEW YORK HARBOR

known as farm wagons, are to be made in four capacities: light, 1500 pounds; medium, 3000; standard, 4500, and heavy, 6000. The tracks of all measure fifty-six inches from center to center of tires on the ground. The standardization goes into effect not later than January 1, 1919. Width between stakes 35"; reach, the rectangular type only; rear gear, one for each capacity and having one high bolster; front gear, drop, slip or couch tongue type; bases one width only, to fit between the stakes, with no footboards. When sta-

tionary stakes are used, same to be furnished in two heights only, 8 or 13" over top of rim. Any manufacturer may have the privilege of using in place of the stationary stake an adjustable or removable stake, but not both types.

Valley wagons are to be made in three sizes: light, 3000 pounds; standard, 4500; heavy, 6000; in every other respect dimensions are to be the same as in the farm wagons.

Mountain wagons will be made in four capacities: light, 2500 pounds; medium, 4000; standard, 5500; heavy, 7000. Other dimensions are the same as for farm wagons.

One-horse wagons are to be in three capacities: light, 1000 pounds; medium, 1250; heavy, 1500. The track shall be 56", measured from center to center of the tires on the ground; stakes, 10" high and 38" apart; rectangular reach; front gear to be of cross-bar construction to take either pole or shafts.

Farm trucks shall measure 56" from center to center of the tires on the ground; stakes, 28" apart and 8 or 13" high; rectangular reach; to be of the drop-tongue type only. If stiff pole is wanted furnish only the drop pole with either yoke or chains, adding wood or metal stiffener bar on top and below hounds.

Steel axles may be substituted in place of wood axles on farm, valley or mountain wagons, or on one-horse wagons, as provided for in present standardization. Specifications and construction otherwise to conform in every way to those herein mentioned.

Wheels—For all two-horse farm, valley and mountain wagons wheels shall be furnished in three diameters only, namely, 40", 44" and 48".

All 40" wheels shall be built with 12 spokes only.

All 44" wheels may be built with either 12 or 14 spokes, but not both on any one capacity of wagon.

All 48" wheels may be built with either 12 or 14 spokes, but not both on any one capacity of wagon.

All 48" wheels shall be built with 14 spokes.

The use of front and rear wheels of the same diameter would be of great advantage to the user, dealer and manufacturer of both raw and finished material and whatever is necessary to accomplish this result should be encouraged.

For one-horse wagons two diameters of wheels only to be furnished, namely, 40 and 44".

Two diameters of wheels only are to be furnished farm trucks in the wood type, namely, 36" and 40", with 12 spokes only.

All two-horse farm, valley and mountain wagons shall be furnished in three diameters only, namely, 40", 44" and 48".

With the regular number of spokes seven wheels may be substituted in place of the ordinary type of farm wagon wheel.

Under the terms of the standardization no wheels, except for repairs, shall be furnished with bois d'arc felloes after January 1, 1920. These felloes, often called bedark or Osage orange, have been extensively used on wagons intended for the hot southwestern country, in Texas, Oklahoma, New Mexico and Kansas, because this wood shrinks but little and tires remain tight better than when made of other woods. The manufacturer usually received about fifteen dollars extra for a wagon with bois d'arc felloes, and the search for the wood was keen in Texas and Oklahoma where this wood is obtained. It is probable that wagon makers have agreed to quit using bois d'arc in wagon wheels because of the increasing difficulty in procuring it.

Timber Resources of the British Isles

A London trade paper thus speaks of the home timber resources:

The opinions prevalent before the war as to our home trade resources have been proved by the experience of the past year to have been erroneous, and were based on imperfectly known facts. We have ourselves misled by the accident of stating that if the supplies of pitwood from overseas were cut off our coal mines would after a brief period shut down, and the manufacturers would cease working. We are glad to find after this year that the necessary year for nearly four years that this statement is far from correct. Last year (1917) 995,000 tons of mining timber were imported, as compared with the corresponding importation of 2,477,000 tons in the year 1914; and this considerable saving in tonnage has been met by no less a quantity than just under 2,000,000 tons being produced during 1917 for the first time. We have good authority that as the result of a recent careful survey of standing timber in the United Kingdom, provided the necessary labor and transport can be found, there is no need for anxiety for many years ahead in regard to the ability to supply the necessary year for our mines. As regards sawn wood, it is estimated that we are now producing at the rate of between 400,000 and 500,000 standards per annum, which speaks very well for the energy displayed by those merchants who have turned their efforts in this time of stress to the exploitation of home-grown woods. It is consoling, also, to know that countries with a high rate of production there are good producers of soft woods, while as regards hard woods, in the shape of oak, elm, beech, and chestnut, etc., there is an enormous quantity available.

New Lumber Company Opens Wholesale Yard

The H. F. Below Lumber Company of Stanley, Wis., has opened a wholesale lumber yard on the grounds formerly used by the Roper Cedar Company in Menominee. The office of the company was opened lately. It is located above the Farmers' and Merchants' bank in Marinette, where the company has a suite of fine offices. The company has distributing offices in several cities and has sales offices in Chicago and Detroit.

Tallest Flagpole on Earth

The Kew Botanical Gardens in England were long credited with the tallest flagpole on earth, it being 215 feet high, of Douglas fir cut on the Pacific coast. That record has been completely smashed. Camp Lewis, near Tacoma, Wash., recently erected a Douglas fir flagpole 300 feet high. Tacoma has a claim for high things and claims the loftiest smokestack in the world, 570 feet.

Hardwood News Notes

◀ MISCELLANEOUS ▶

The war department is establishing three camps of 1,200 colored men, from labor battalions, in Pisgah national forest for the purpose of cutting and shipping fire wood to the various cantonments and training camps. Most of these men are already at work in the national forest.

The death is announced of W. L. Gillette, secretary-treasurer of the Louisville Oak Flooring Company, Louisville, Ky.

The Clement Ross Manufacturing Company, Cheraw, S. C., is reported to have sustained a fire loss.

The Croughan Flooring & Manufacturing Company has been incorporated at Croughan, N. Y.

The Moore Box Company recently began business at Jackson, Miss.

The capital stock of R. Young Brothers Lumber Company, Whiteplains, N. Y., has been increased to \$200,000.

The president of the Western Tie & Timber Company, C. F. Collins, St. Louis, Mo., died recently.

The capitalization of the Brooke-Morris Lumber Company, Crockett, Tex., has been decreased to \$15,000.

◀ CHICAGO ▶

It is announced in Chicago that the Hilgard Lumber Company with offices in the McCormick building, has opened an extensive hardwood department, which is in charge of L. G. Gore.

M. Wm. Davis of the Davis Hardwood Company, San Francisco, Cal., was one of the prominent visitors to the meeting last week. Mr. Davis says that things are booming in the West mainly on account of the ship-building activity. This company is a prominent handler of Philippine mahogany. In fact, Mr. Davis is considered the Philippine mahogany king.

Among the prominent consumers present at the National meeting was S. M. Staunton, assistant purchasing agent of The Willys Overland Company, Toledo, O.

V. E. Porter, secretary, treasurer and general manager of the E. L. Hendrick Lumber Company, Oakvale, Miss., was in the city for the National meeting. Mr. Porter says that his company is located in the pine belt and is now developing hardwood resources and has been in active operation with a modern band mill for the past year.

Illustrating the active way in which large southern pine operators are going into the hardwood end, the presence at the Chicago convention of a number of prominent hardwood lumbermen now associated in hardwood departments of large pine operators brings the realization of that development home. Among such men are H. M. Hayward of the Long Bell Lumber Company, manager hardwood department, Kansas City, Mo.; F. T. Beeks and C. B. Talbot of the Chicago Lumber & Coal Company of East St. Louis, Ill. Mr. Beek is manager of the cypress and hardwood department located at East St. Louis, while Mr. Talbot is the Detroit representative, having offices in the David Whitney building. Both men say that the company is turning out a great quantity of stock in hardwoods, which will run from 40,000 to 50,000,000 feet a year.

Another prominent pine firm now manufacturing its hardwood stumpage is the T. C. Clanton Lumber Company, Inc., Shreveport, La. A. O. Davis, secretary of the Southwestern Hardwood Manufacturers' Club, formerly associated with Texas firms, is manager of the hardwood department of this company, having accepted this position a couple of months ago.

W. T. Roberts heads the hardwood department of the Gates Lumber Company of Wilmar, Ark. This company has a good many years ahead of it in the hardwood manufacturing business, having been a pine concern, but now pretty well cut out on its pine stumpage, and is now producing about 50,000 feet of hardwoods a day.

Word comes from East St. Louis, Ill., that the plant with a considerable quantity of gunstocks manufactured by the Illinois Walnut Company was destroyed by fire on the night of June 19. It is believed that incendiarism was responsible. This plant was formerly known as the East St. Louis Walnut Company, large manufacturer of gunstocks and other walnut products.

L. J. Gotshall of the Gotshall Manufacturing Company, Toledo, O., and E. W. Worman of the Wood Products Company, Sandusky, O., paid Hawthorn River office a visit during their stay at the convention. These gentlemen described a rather interesting situation so far as Ohio participation in the hardwood industry is concerned. Ohio is not generally considered productive of very much hardwood lumber, but according to the statements of these men, who are prominent Ohio manufacturers, they are cutting out a very considerable quantity of lumber from Ohio logs regu-

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GOODMAN, WISCONSIN

larly. The Goodshall Manufacturing Company goes rather heavily into ash and Mr. Goodshall states that the ash he produces has been pronounced of very fine quality. The Wood Products Company has three Ohio mills, one at Sandusky, one at Ridgeway and one at Wilmore.

Many prominent lumbermen from distant points came on to Chicago two days ahead of the hardwood meeting to participate in the annual tournament of the Chicago Golf Association. Those were: Garrett E. Lamb and L. P. Du Bose of the Lamb Fish Lumber Company, Charleston, Miss.; R. L. Jurden, Penrod, Jurden & McEwen, Inc., Memphis; F. R. Gault, assistant to the president of the Hardwood Manufacturers' Association, Cincinnati, and E. O. Robinson, president of that organization; A. M. Richardson of Helena, Ark.; J. T. Baldwin of Laurel, Miss., and Chicago; Mark H. Brown of Brown & Harkney, Inc., and W. E. Hyde, Memphis; W. B. Brewer, Alexandria, La.; E. E. Conrath and Mr. Lawrence of St. Louis; McKewen Ransom, Nashville, and Lewis Doster, Indianapolis.

Divisions "B" and "C," respectively Hardwood Yards and Hardwood Wholesalers of the Lumbermen's Association of Chicago, were hosts at a luncheon extended to some twenty-five visiting lumbermen attending the National meeting. F. J. Heddler presided. Among those present who made remarks bearing on the hardwood situation were: P. A. Ryan, LaFkin, Tex.; H. C. Fowler, Macon, Ga.; C. F. Kern, Cincinnati; Frank F. Fee, Dermott, Ark.; F. J. Darke, Watons, Wis.; J. H. MacKelduff, Philadelphia, Pa.; A. E. Clark, Toronto; H. H. Alexander, Belmont, Miss.

◀ TEXAS ▶

The demand for hardwood has steadily increased in this district, and this includes every item on the list. Prices generally are stiffer than they were two weeks ago, and millmen and wholesalers are divided on the cause for this. Some contend that the manufacturers have gone the limit to stock up before the increase in rates. On the other hand, the existing scarcity of stocks would furnish adequate reason for the stroug demand, making it difficult to define the controlling factor at the present time.

The box factory demand shows no sign of letting up, while orders from railroads are being placed freely up to the capacity of the mills to take care of them. Sales of thick oak at very satisfactory figures are being made, while common grades, especially on such stuff, is in excellent demand. An adequate supply of empty cists has enabled the millmen to take full advantage of the unusual conditions up to the capacity of their plants.

Hardwood men are still anxious to learn the final details of the new government ship schedules in order to determine just how much they will

be affected. Advance information on this point would enable them to direct their logging operations accordingly, and probably save to the government many sticks now being cut into commercial stocks if they had an idea of what is wanted.

Millmen are elated over the abolishment of the \$15 minimum order of the railroad administration, the enforcement of which would have put many of them out of business. The lumber business in the Texas and Louisiana districts has long since crept away from the streams, and the majority of the mills depend upon railroads for their logs. To have forced them to pay a minimum of \$15 a car for the short hauls many of them make would have been prohibitive and curtailed the production.

It is expected that within the next few days one of the largest lumber companies in the South will make formal announcement that it will install three or four hardwood mills in Texas. While the company declined to have its name made public, it is probably the largest holder of hardwood in the state and has enough stumpage to keep it running for a number of years. This timber is scattered over the east Texas forests and embraces practically every variety of hardwood common to this district.

One of the old landmarks in the manufacture of hardwood in Texas disappeared when the mill of the Liberty County Hardwood Lumber Company near Big creek, tributary to the Trinity river, was dismantled and shipped to Montgomery county, where it will be used in the manufacture of tires. It was a pioneer in the exclusive manufacture of hardwood and was probably the first modern hardwood band mill erected in the state. It had been in continuous operation for over fourteen years.

The lumber manufacturers in Texas and Louisiana have benefited by the slack work in the ship yards caused by the delay of the government in getting out the plans for the new Daugherty type vessel which will be adopted in the future. Every time a ship was launched there would be a gang of men laid off, and those who had been enticed away from the sawmills and logging camps began to look around for their old jobs. Their return to the woods caused others to give a second thought before staking too much on the lure of high wages. They found conditions so much higher in the cities that the difference in the wage was quickly accounted for. Instead of getting a comfortable cottage for \$8 or \$10 and even less a month, they were called upon to pay from \$20 to \$50 in the ship building centers. Cheap garden truck was not to be had and they missed the free ground given them by the sawmills.

The Long Bell Lumber Company, which has the contract for furnishing the English government with its wood requirements, has leased 400 feet of river front from the city of Beaumont and will install all its plants into the Neches river. Lloyd H. Chipman, manager of the export department of the Long Bell Lumber Company and a member of the state

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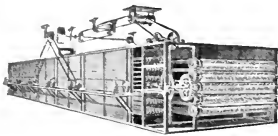
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of the United States Lumber Commission, of which John H. Kirby is chairman, has also leased from the East Beaumont Townsite Company (the Kirby property). It is estimated that this natural landing point will be able to accommodate to assemble 20,000,000 feet of timber at one time. The landing harbor is located down stream from the unloading station at Beaumont, the company to handle its timber at a minimum expense. By utilizing the city water front it gets connections with all the roads leading to the Texas and Louisiana timber districts.

W. H. Simpson, Hailey, lycum lecturer, and F. L. W. Boyd of the Fourth Circuit, Riles have been touring the timber districts of Texas and Louisiana to arouse enthusiasm among the lumberjacks and speed up the production of timber required by the government. They are visiting all the logging and logging camps and impressing upon the men that if the government is not supplied with timber for the ships, railroad cars, gunboats, military properties and the maintenance of railroads, the Stars and Stripes will disappear from the seas and we will have to settle the Germans on America's soil. They have also aroused a great deal of enthusiasm among the men over the purchase of government securities and the sales in that district are daily becoming more satisfactory.

The Beaumont Chamber of Commerce has formed a foreign trade bureau, which will have for its object the building up of closer trade relations with Mexico. They have raised a fund of \$12,000 to send a man to the Gulf States with nothing to sell, but to devote his entire time to courting better business relations and straightening out any misunderstandings which may come up between the Beaumont shippers and the Mexican merchants. The Gulf Export & Transportation Company expects to double its trade between Beaumont and Tampico, Progress, Tuxpan and Vera Cruz. The "ambassador" will find out the wants of the business men in these ports and undertake to secure the merchandise at a satisfactory price. It is believed that the fact that he will represent no one concern and that he is interested in a financial way in the profits will give him a more cordial reception by the Mexican people than the average salesman would give. The lumbermen are backing the proposition heartily and were represented at the meeting by Ben S. Woodhead, president of the Beaumont Lumber Company and also president of the Chamber of Commerce, J. Frank Kutz, president of the K-14th Lumber Company, C. E. Walden, vice-president of the Saline Tram Company. They are all manufacturers and dealers in hardware.

< BUFFALO >

George E. Chapman, a member of the Chapman Lumber Company, Syracuse, died at his home on June 9, aged fifty-four years. For the past twelve years he was unable to attend regularly to business, having at that time suffered an attack. The business was conducted by his brother and son. It was organized by his father in 1870 and a planing mill was established in addition to the yard, the company having a large business in its vicinity. Mr. Chapman is survived by his wife and two sons, besides a mother and a sister.

No working of freight cars has been done in Buffalo in eight months, according to a prominent hardwood lumberman, who has been investigating. He made the discovery also that very little working of buildings is going on and that the market is almost bare of second-hand lumber and plumbing. He happened to be in search of plumbing and visited every house-working concern here without being successful. He finds as the result of his search that conservation of building materials and of old buildings themselves is going on and that there is not much difficulty in reasoning out why it is that all low-grade lumber is shooting up so fast.

A patriotic celebration with the raising of a large flag to the top of a high flagstaff above the mill was the feature of Flag Day at the establishment of G. Elias & Bro., and the announcement of the handsomely fitted programme that "all are welcome" was taken in good part, for the neighborhood assisted the several hundred employees in carrying out a fine demonstration of patriotism. Music was furnished by one of the city bands and the crowd sang patriotic songs and joined in saying the "American's Creed." Addresses were made by A. J. Elias and Henry C. Price, a local attorney, and the celebration ended with three cheers for the president of the United States.

The Buffalo Automobile Club entertained the Rochester Automobile Club at the Clarence clubhouse on June 8. An athletic programme was carried out, including a baseball game and pitching of quoits. C. Walter Roberts was chairman of the entertainment committee. The quoit-pitching contest was in charge of J. B. Wall, whose team numbered M. M. Wall, E. Yeager and I. N. Stewart. The pitching of these champions was done with so much experience and energy that the Rochester quoit-pitchers were outclassed. O. E. Yeager, as president of the club, distributed the prizes. Now the Rochester automobilists are to return the compliment as hosts, and incidentally show their athletic prowess at an outing to be held at Mantou Beach.

< PITTSBURGH >

J. N. Woodlett, president of the Aberdeen Lumber Company, has just returned from a two weeks' trip from the South, where he has inspected thousands of cum and crotton game and pitching of quoits. C. Walter Roberts was chairman of the entertainment committee. The quoit-pitching contest was in charge of J. B. Wall, whose team numbered M. M. Wall, E. Yeager and I. N. Stewart.

Woodlett also visited at 510 Madison street, N. S., last week. He is one of the best-known retailers in western Pennsylvania. The busi-

ness will likely be arrived on a basis of 100 per cent. in a period of not over 1 year.

The **Bricklayers' Lumber Company**, of Philadelphia, Pa., reports a good demand from north of the Potomac.

The **Princess and H. Wood Co.**, of Philadelphia, Pa., reports a good demand for house and shop at Wheatfield, Pa.

The **Arthur C. Condit Co.**, of Philadelphia, Pa., reports a good demand for the city, W. S. down up north, and will be glad to supply the Washington county, Pennsylvania, and will be glad to supply the same at there to employ a large force of men. The **Princess and H. Wood Co.**, of Philadelphia, Pa., reports a good demand for the city, W. S. down up north, and will be glad to supply the same at there to employ a large force of men.

The **Arthur C. Condit Co.**, of Philadelphia, Pa., reports a good demand for the city, W. S. down up north, and will be glad to supply the same at there to employ a large force of men.

The **J. W. Cottrell Lumber Company**, of Philadelphia, Pa., reports a good demand for the city, W. S. down up north, and will be glad to supply the same at there to employ a large force of men.

The **Tonesta Lumber Company**, of Philadelphia, Pa., reports a good demand for the city, W. S. down up north, and will be glad to supply the same at there to employ a large force of men.

BOSTON

Hon. J. M. Wood, U. S. Senator, reports a good demand for the city, W. S. down up north, and will be glad to supply the same at there to employ a large force of men.

BALTIMORE

While the settlement reached between the **Softwood Lumbermen** here and the government as to payment to be made for the lumber requisitioned for use in military construction work after the expiration of the 1918 act, has failed to receive hearing upon the 15th inst., the interests of the war effort may decide there is use for a temporary adjustment in the adjustment is to be made with satisfaction by the lumbermen. It does not appear that the officials at Washington have sufficient money necessary or even desirable to commandeer any supplies of lumber. If the war continues there is no telling how far it may go, and the desirable to extend the same principle. Under the arrangement made the retailers here will maintain what is known as the **Baltimore Retail Lumber Emergency Bureau**, through which the wants of the government will be made known and which will keep posted concerning the stock as it falls in hand, and which can be drawn upon. The government will allow \$11.50 over and above the government mill price, f. o. b. Baltimore, this amount to cover the charges and profit of the retailers. The margin is not as large as can often be obtained in private transactions, but the retailers have always professed to be actuated by the most patriotic motives, and have declared themselves ready, if necessary, to supply the government needs without a profit, though they have felt that they should be reimbursed to the extent of the actual cost of handling. The present arrangement, therefore, is probably on the whole satisfactory.


J. M. D. Price, who closed up his wholesale hardwood business here several months ago to go to Yuley county, North Carolina, and there become the manager at a mill to be operated by interests connected with the **J. M. Card Lumber Company** of Charlotte, Tenn., is back and has opened an office again for the wholesale trade. He was moved to return by purely personal reasons, not in any way related to the hardwood trade. His numerous friends have extended to him a cordial welcome home.

Lymon C. Millard, son of the president of the **J. L. Roper Lumber Company** of Norfolk, who had for some time past represented the Southern Sales Corporation in Baltimore, has joined the service, and received a commission as lieutenant. His place is being taken in this field at least for the present by W. E. Pattee, who is also connected with the New York office. The mills of the companies of the corporation turn out a considerable quantity of hardwoods, and these are also handled in part by the selling representatives.

The contract for some 530 houses to be built for the workmen added to the crew of the Bethlehem shipyard at the Great Starboard Point, near this city, has been awarded to the **W. H. Engineering Company**, and the work is already in progress. The contract involves an outlay of perhaps \$3,000,000.

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Frederick P. Stief, a widely known piano manufacturer of Baltimore, died at his residence here on June 3. The value of his estate is not known as division was made prior to Mr. Stief's death to members of the family.

Another recent death of interest to the hardwood trade is that on May 29 of P. Hanson Illis, one of the oldest and best-known furniture manufacturers of Baltimore. Mr. Illis was eighty-seven years of age.

Now that the exports are reduced to very small proportions, some of the concerns that formerly engaged extensively in the foreign business have turned their attention in other directions. Among those taking this course is the Kosse, Shoe & Schleyer Company, of Cincinnati, which is helping the government to locate walnut for gunstocks, airplane propellers and other purposes. A surprisingly large quantity of walnut of good quality is still found in Maryland. The Kosse, Shoe & Schleyer Company maintains an assortment yard here with Mr. Schleyer in charge of the local office.

The hardwood department of the Ryland & Brooks Lumber Company, American building, is doing a good business in hardwoods of all kinds, though with the demand largely confined to territory that does not depend entirely on railroad transportation.

◀ COLUMBUS ▶

The Wilmington Saw Mill Company, Wilmington, Ohio, has been incorporated with a capital of \$30,000 by T. A. McCaskin, Philip Caldwell, D. K. Henderson, H. A. Spring and Jay P. Taggart.

Clark & Thompson, Cincinnati, have closed out their business and have sold their yard and plant in the Lunkenheimer Company, which will use the space to extend its factory.

The Fayette Lumber & Supply Company, Fayette, O., has been incorporated with a capital of \$20,000 to deal in lumber. The incorporators are Edward B. Mitchell, Charles G. Bringham, Edwin L. Clay, William H. Hamilton and Norman L. Hanson.

William W. Welsh, president of the carriage and wagon company bearing his name, died at his home in Cleveland Heights recently at the age of seventy-two years. The Welsh plant was located on East Sixty-fifth street for years.

The Fuller-Dodge Lumber Company, Ashtabula, O., has changed its organization and is now known as the Dodge Brothers Lumber Company. L. F. Andrews has been named receiver for the Hay & Flaherty Lumber Company, Columbus. The offices of the jobbing concern were in the Columbus Savings & Trust building.

At a special meeting of the stockholders of the West Virginia Timber Company, Cleveland, A. G. Webb was selected president to succeed George E. Broese. Mr. Broese left for Portland, Ore., to aid in directing the

spruce production division of the Signal Corps, U. S. A.

Alfred Ricker, a son of John Ricker of Ricker Brothers, lumber dealers of Delphos, O., has enlisted in the service and is now stationed at Camp Zachary Taylor, Louisville. He was superintendent of the factory at the time of his resignation.

A new concern has been opened at Reynoldsburg, O., known as the Reynoldsburg Lumber Company.

N. B. Gearty has taken a position with the Teachout Sash and Door Company, Columbus, and will look after the redwood end of the business.

William Snider, president of the Snider-Flautt Lumber Company, Zanesville, Somerset and New Lexington died recently. He had extensive sawmill interests in eastern Ohio also.

R. W. Dorton of the W. M. Ritter Lumber Company reports a good demand for hardwoods, more especially from the factory trade. He says concerns making implements and vehicles are good customers. Some buying is being done by box and furniture factories also. Prices are firm all along the line. Shipping is slightly improved as the railroad congestion is not so bad as formerly. Embargoes are still holding up shipments however.

◀ CLEVELAND ▶

Prospects for improvement in the building situation in this district, and consequent increase in the demand for hardwoods for building purposes, have been dimmed in the last week as a result of activities of banking interests to conserve the financial resources of the community. This is just the opposite view taken by the treasury department at Washington, which earlier in the month advised banks and loan companies to distribute loans for building purposes. Investigation by material and building interests brings to light the fact that there is little or no money available for housing construction in which hardwoods interests are most interested. So far this move does not seriously affect the hardwood situation here, as there is a growing shortage of practically all materials, owing to the inroads made upon supplies by government requirements. The trade here is now hoping there will be an increase in the number of cars at producing centers to permit shipments of hardwoods into commercial channels as well as into government hands.

One of the most satisfactory developments of the period is the settlement of the strike of union building trades. All crafts signed the agreement decided upon by the Building Trades Council and the Building Trades Employers' Association, except the laborers, who still held out for higher wages than those offered by the employers. Action by Federal Mediator Faulkner, ordering the men to accept the offer and go back to work, averted what seemed to be another general strike, as contractors, weary of being

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We Are Prepared to Furnish

PROMPT SHIPMENT

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OAK TIMBERS

Cut to

SPECIAL SIZES

Up to 16-Foot Lengths

JAMES E. STARK & CO., Inc.

HARDWOOD LUMBER

BAND MILLS

MEMPHIS, TENN., DYERSBURG, TENN.

VENEER MILLS

MEMPHIS, TENN.

held up on jobs under way, had decided to use "what men are available," which was nothing more than employing those who were willing to work, union or non-union.

The principal outlet for hardwoods in building purposes here this year probably will be in factory work, as it pertains to the government's need for war munitions, and a lot of millwork is already under way or being contracted for. Much heavy oak will be required for this purpose. In spite of the most optimistic predictions, however, figures compiled by J. V. O'Brien, secretary of the Cleveland Board of Lumber Dealers, now show that forty per cent of 1917 building may be done here this year, and of course the hardwood trade will receive just that much business in proportion. Earlier surveys indicated there might be sixty per cent of the building this year against that of 1917, but the year is half over already and the best building season with it.

Regarding the new freight rate situation, it is the belief of E. T. Peltch, head of the E. T. Peltch Company, hardwood dealer, that this will have to be borne as usual by the consumer. For the present it is the opinion of leading lumber interests this will work a hardship on the trade generally, because some one must go down into the pocket first to pay the bill. Significance of this, in hardwood circles, is that a great deal of this business in a commercial as well as factory way, with Cleveland interests, is with out-of-town trade right now.

◀ INDIANAPOLIS ▶

A miniature model house, which is, broadly designed and unusually attractive, has been built by the Lewis-Doyle Lumber Company, the O. D. Haskell Lumber Company, the Conner-Coats Company, the R. S. Foster Lumber Company, the Capitol Lumber Company, the Bennett Keene Lumber Company and the William F. Johnson Lumber Company for use in the campaign which has been started here to increase interest in home building. Each company provides a more, one-half day of each week to haul the house about the city and to factories where speaking programs are held in the interest of the campaign.

The Indiana Lumber & Manufacturing Company of South Bend last week issued \$100,000 in preferred stock. Officers of the company announce that the concern expects to expand its business policies.

Ezekiel C. Pierce, ninety-three years old, one of the best-known of the pioneer lumbermen of Indiana, died recently while sitting in a chair at his home in Lafayette, Ind. Because of his age Mr. Pierce has been confined to his home most of the time for the past two years. He had enjoyed comparatively good health up until the time of his death. He was born December 20, 1824, near Dresden, Ohio, and came to Indiana with his parents, Mr. and Mrs. James Pierce in 1829. He forded the Wabash river

on his way to Crawfordsville to attend a government land sale on Christmas day in 1829 at which time his father purchased a tract of land near Lafayette.

◀ EVANSVILLE ▶

Owners of sawmill and many wood consuming factories in Evansville and other cities and towns in southern Indiana, southern Illinois and northern Kentucky report that the labor shortage problem is worsening them more than ever now and they expect the condition to get worse instead of better. The draft during the past year has taken away in the neighborhood of 3,000 able-bodied men from Evansville and Vanderburg county, and more men will be sent to the various training camps until the European war comes to a close. Coupled with this fact, the factories are losing men who are leaving for points in the South and Southeast to work for the government. Several weeks ago the United States government opened an employment bureau in this city in charge of William E. Tieman and since that time several skilled and unskilled workmen have been sent away to the detriment of local industries. Many of the men have been sent to Leo Hall, Va., and Old Hickory, Tenn., to work on government plants and where good wages and fine working conditions have been offered them. A few days ago advertisements appeared in the Evansville papers asking for workmen to be sent out of the state and these advertisements were stopped by E. H. Hyman, secretary of the Evansville Manufacturers' Association, who pointed out that these advertisements were unlawful and that people responsible for them might be fined and imprisoned. While the local government employment bureau has placed some workers among local factories this number has been more than offset by the large numbers that he has sent away. The situation is the most acute that local manufacturers have ever faced. The manufacturers are pointing out to their men that they will be better off in the long run by remaining here, as many of them own their own homes and their children are in the local schools.

Oscar A. Klammer, president of the Schelsky Table Company, has been appointed chairman of the Evansville subdivision of the Cincinnati regional district to regulate the giving of government contracts to various industries. There are thirty-eight counties in southern Indiana and western and northern Kentucky in the Evansville subdivision, and at a recent meeting of representatives from these various counties plans for getting war contracts for manufacturing plants in this section were discussed. Under the new plan the contracts for war work will no longer be let through brokerage firms, but by the chairman of these subdivisions. It is expected that local industries under this plan will fare better in the future than they have in the past. A few weeks ago Eldon D. Little

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

of the Lahring Lumber company and Neal Sauer of the Cottage Building company of this city visited Washington, D. C., where they consulted officials of the war department in regard to getting war contracts for planing mills and other industries in this city. They were sent on this mission by the Evansville Chamber of Commerce. Manufacturers here are now very optimistic over the prospects of landing a few nice war contracts for local plants.

The Rockport Novelty Works at Rockport, Ind., a few miles east of Evansville, is the name of a new industry that has just started operation. O. Matthew, formerly engaged in the lumber business in Rockport, is the manager of the new company that manufactures electrical insulators for telephone poles. They are made from locust timber. Mr. Matthew has enough orders booked to keep the plant in full operation for several months.

D. B. MacLaren of the D. B. MacLaren Lumber Company has returned from a business trip to Indianapolis and the central part of the state, where he reports trade conditions coming along all right.

Reports from several points in southern Indiana say that a good many farmers have been victimized by strangers who have represented themselves as agents for the United States government and who have purchased walnut trees from the farmers at extremely low prices. The farmers have been warned against selling their trees to strangers unless they first show their credentials. Many walnut trees in this section are being shut down. Boy scouts in Evansville are assisting the government in its campaign to buy up walnut trees by going through the country and taking the number and sizes of the walnut trees. A large tract of walnut timber standing near Danville, Ill., was sold a few days ago and the logs will be shipped to St. Louis, where they will be used in the manufacture of airplanes for the government. S. H. Blood, well-known lumber manufacturer at Grayville, Ill., will cut up a large number of walnut trees that are standing on his farm in the Wabash river bottoms.

George O. Worland, secretary and treasurer of the Evansville Veneer Company, has recovered from his recent attack of illness and is again at his office.

MEMPHIS

The Kora-Conking Lumber Company, Cincinnati, and the Triangle Lumber Company, owned by the same interests, have opened offices in the Bank of Commerce and Trust building here for the purchase and sale of southern hardwoods. The output of the plant of the last named company at Percy, Miss., will be handled through these offices. Frank A. Conking, vice-president of these companies, and W. C. Palmer, secretary-treasurer, have charge of these offices and will make their home in Memphis.

It is announced that the Black River Lumber Company of Jeffers, La., has acquired all of the holdings of the Concordia Land & Timber Company, including a big hand mill, 43,000 acres of timber lands and a town site, with eighty houses thereon, seven miles from Natchez, Miss. It is also announced, in the same connection that the Rathbone, Hair & Ridge-way Company of Chicago, is installing a box and veneer plant on this town site which will be ready for operation within less than sixty days. Large quantities of timber are being cut from this property and will be used in the manufacture of finished wooden containers, both sawn and veneered.

R. S. Maddox, forester of the Tennessee Geological Survey, is out in an official statement urging that everything possible be done to supply the needs of the government and government contractors in black walnut. He asserts that these needs are greater today than ever before and suggests that, where one person is not able to ship in car load lots, he join with two or three others in making up the necessary quantities. He wishes this as a "war service" and a "service" for civilians because of the necessity of black walnut for the manufacture of gun stocks and airplane propellers. He points out that the government will pay good prices for its requirements and that the marketing of black walnut ought to prove very profitable.

Information received by L. K. Salisbury, president of the Memphis Chamber of Commerce, indicates that the large delegation of business men who went from Memphis, from Vicksburg and Greenville, Miss., from Carthageville and St. Louis, Mo., and from other river cities, are meeting with considerable encouragement in their effort to impress upon Director-General McAdoo the necessity of establishing a large line on the Mississippi from St. Louis to New Orleans for the handling of heavy freight. The unusual interest manifested by business men from river cities in this proposition arises from the belief that the establishment of such a large line is absolutely essential if there are not to be far worse transportation conditions this fall and winter than during the past one.

There is quite a considerable export business in tight coeprage stock. One firm here, who are engaged in loading and stowing on ships barrels in their knocked-down form, says that it is exporting quite liberal quantities to South America, to Japan and China and to foreign allied governments. The latter are in every instance providing the necessary ocean shipping space for cargoes of knocked-down barrels, since these are being used for the handling of materials necessary to the winning of the war. Japan and China have fair cargo space while considerable difficulty is encountered in finding ship room to South American ports.

Demand for wooden containers, whether barrels or boxes, is the largest ever experienced by interests engaged in the production thereof in this

part of the country. "There is no trouble whatever on the score of demand. We can sell all we can make and we can dispose of our output at the best price ever received. It is altogether a question of service. Production is the real problem and this is seriously complicated by the shortage of labor and the rapidly increasing cost thereof." That is the situation as outlined by a number of slack and tight coeprage manufacturers as well as by box interests operating in Memphis and the surrounding territory. Already many engaged in the production of these wooden containers are forced to operate only partially because of the insuperable obstacle presented by the labor shortage.

O. M. Krebs, chairman of the cost committee of the American Hardwood Manufacturers' Association; L. P. DuBois, Larch-Fish Lumber Company, Charleston, Miss., a member of the same committee, and John M. Pritchard, secretary-manager of the association, attended the cost conference held at Cincinnati some days ago when steps were taken to make a survey of the entire hardwood industry with a view to determining cost of production. Representatives of the cost committee of the Hardwood Manufacturers' Association participated in this conference and the two bodies will co-operate closely in working out this cost problem.

The labor situation south continues to become more acute and wages are having to be boosted every little while if an industry does not want to lose its supply of men.

Much difficulty is encountered in securing enough help to man hardwood mills and woodworking enterprises in this city and throughout the valley territory and the shortage of labor is seriously affecting the quantity of logs being prepared for delivery to mills in this section.

One of the big firms in North Mississippi, which has been having no difficulty whatever in getting out logs or in having them transported, located in the valley territory, has raised the price of its logs today that it is confronted with a serious shortage of logs because it is unable to get enough men to cut and prepare the timber for shipment.

Other firms are having similar difficulty and a pronounced shortage of logs for the late summer and early fall is indicated unless there is a change in conditions. And the only change on the cards, apparently, is for the worse, because there are thousands of men being drafted from every county in the whole southern hardwood producing area.

The Valley Log Loading Company suggests that only moderate quantities of logs are being placed on the rails out of the great amounts on which it operates and it furthermore reports that virtually all the old logs on the rights of way of these roads have been moved.

Women are being employed in increasing numbers in lumber yards and in woodworking plants where the work is comparatively light. They are unable to cut and prepare timber for shipment, however, and there appears no immediate relief from present acute shortage of labor so far as work in the woods is concerned.

LOUISVILLE

The Louisville Hardwood Club at a meeting on Tuesday, June 18, at the Devil's Kitchen, a road house, went on record as being in favor of the general use of trade acceptances in the lumber business. The matter was discussed at length on this subject and the club went on record as endorsing last spring on the same subject. It was explained that customers when they come to understand trade acceptances will realize that they are a great form of credit, and that they will approve of them as much as the manufacturer and jobber. On a resolution brought in by A. E. Norman, Jr., the club went on record as heartily approving of the use of trade acceptances wherever practicable, all members agreeing to make their sales in this way wherever possible, as it is merely a matter of when the trade will become educated to their use, before it becomes generally used.

At this meeting of the club arrangements were made whereby every member will be represented at the Chicago convention of the National Hardwood Lumber Association, each member to have at least one representative there, the Louisville delegation for once to be in evidence.

Discussion of General Order No. 28, was heard, relative to the recent modifications of the \$15 car minimum proposition, and also of the combination rate plan, which will mean a big thing to Louisville as a rebalancing center, as compared with the original announcement. Attention was also called to General Order 25, holding up until August 1, the proposed regulation under which freight charges will have to be paid within forty-eight hours of receipt of car.

About fifty prominent industrial concerns of Louisville, including a number of lumber concerns, have agreed to each give \$20 a month to a Board of Trade fund which will enable the Louisville Industrial Foundation to maintain a permanent war order bureau in Washington to look after Louisville's industrial interests.

The W. P. Brown & Sons Lumber Company is one of about forty Louisville interests cooperating in a general campaign through the newspapers, in advertising and publicity form, to show workers that wages in Louisville are as high as elsewhere, and that constant shifting reduces production for the manufacturer, and at the same time fails to benefit the employe. For some time past men have been switching jobs so fast that it is hard to keep acquainted with the force.

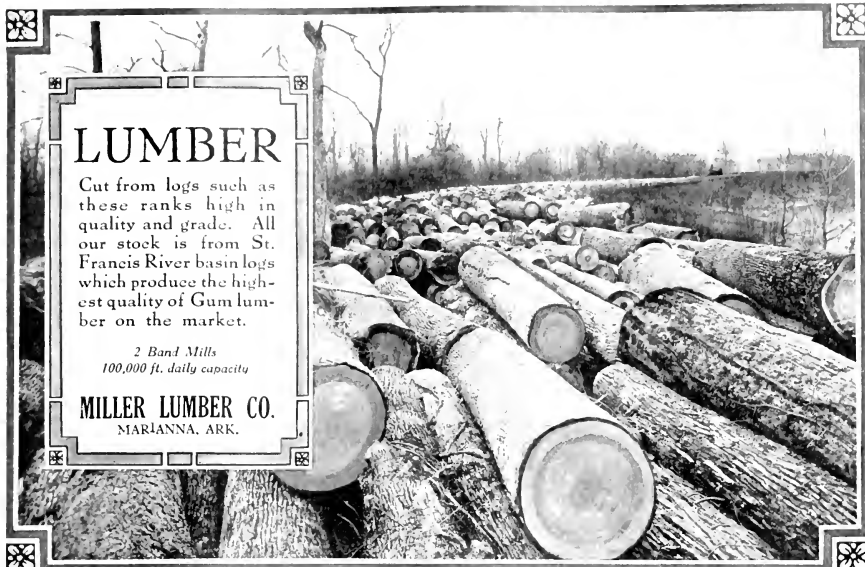
At Owensboro, Ky., legal proceedings have been started to wind up the estate of the late George W. Stout, a coeprage manufacturer, the heirs claiming that with the loss of the whisky barrel business the plant is not operating profitably, and asking that it be sold and the estate settled.

LUMBER

Cut from logs such as these ranks high in quality and grade. All our stock is from St. Francis River basin logs which produce the highest quality of Gum Lumber on the market.

2 Band Mills
100,000 ft. daily capacity

MILLER LUMBER CO.
MARIANNA, ARK.



In various sections of Kentucky the mill and factories are now resuming operations in spite of an unwholesome trade ban, and are passing it along to men higher up in the lumber industry, in order that the present heavy demand may be relieved.

Gamble Brothers of Louisville, hard wood sawmill operators, and many other concerns recently went to Central Station Service. Mr. Gamble endeavored to sell his private power plant, but he is much pleased with the fact that a buyer did not show up, as the local utilities company has announced an increase of approximately twenty five per cent in power rates, effective on expiration of present contracts. Many concerns would like to have their old power plants back, and would burn wood waste at the difference, but machinery is hardly to be had.

The Norman Lumber Company, recently discontinued manufacturing beveled siding, and is now handling poplar lumber and manufacturing poplar shooks only.

The southern embargo against shipments moving into the East and North through Ohio river gateways was recently lifted with the exception of movement through the Cincinnati gateway, and shipments are now moving freely into the Buffalo Pittsburg field.

A Louisville veneer and panel manufacturer upon closing his May books on costs for eight months ending May 31, stated that labor had increased forty-two per cent in cost during the eight months, and production costs as a whole had mounted an average of thirty five per cent.

A recent report from Somerset, Ky., was to the effect that the Longworth mill at Columbia Crossing, manufacturing spokes and staves, was badly damaged from a fire starting in the boiler room, but prevented from entering the main building.

A recent report from Paris, Ky., was to the effect that D. B. Plaugher mill had rebuilt a sawmill recently burned at Louisville.

R. P. Seiler & Sons, of Winchester, Ky., will erect a \$200,000 lumber mill at Winchester, on property formerly occupied by the Winchester Lumber & Manufacturing Company, which lost its plant by fire a few weeks ago.

The Rogers Brothers Lumber Company, operating on Shelby Creek, near Whitesburg, Ky., are reported to have built out a huge yellow poplar log, which cut a total of 7,000 feet. It is reported that the company has a number of big poplar trees which are 300 ft.

J. Nick White of the Louisville Lumber Co. Company, tight barrel manufacturer, has some South in an effort to get its staves and heading for the local plant, which is busy. The company's system Kentucky mills have been so short of labor that they have not been producing more than fifty per cent of normal capacity.

ARKANSAS

The Rex Hoop and Stave Company sustained a loss estimated at \$25,000 by the burning of its plant at Helena, Ark., on June 15. It is believed that the fire was of incendiary origin. An investigation is now being made, one negro being held as a suspect. The loss was only partially covered with insurance.

The Eckardt Lennon Coeprage Company's plant at Paragould was partially destroyed by fire on June 12. The blaze originated in the engine room and had gained only small headway when it was checked. The loss is estimated at \$800. Repairs are being made without delay. The United States Government has purchased 997 acres of timbered lands lying in Pope, Montgomery, Garland, Perry and Polk counties, Arkansas, for additional forest reserve, according to announcement from Washington under date of June 17. This land lies so that it may be blocked in with the Arkansas and the Ozark national forests.

WISCONSIN

The United States Aero Propeller Company, Milwaukee, recently organized by the interests owning and operating the Great Lakes Boat Building Corporation, 233 Becher street, Milwaukee, has reached a large production of wooden aeroplane and hydroplane propellers for the United States Army and Navy. The boat and propeller factories occupy the same location.

Milan R. Suttill, Park Falls, Wis., has opened offices for his wholesale lumber business in the First National Bank building in that city. Miss Evelyn Rasmussen is in charge as office manager.

The G. B. Lewis Company, Watertown, Wis., manufacturer of patented shipping containers, crates, supplies and other hardwood products, has doubled the size of its office building to accommodate its rapidly growing business. The plant recently was enlarged also.

M. P. Van Ryzin, Appleton, Wis., has reopened his pattern and wood-working shop at the south end of Clark because of the pressing demand for patterns, templates and other material by foundries, machine shops and other industries in northeastern Wisconsin.

The Automatic Cattle Manure Turning Company, Stevens Point, Wis., is at work on a new 35,000 power plant, 43x65 feet in size, to cost \$100,000, and a 225 k. w. 250 horse unit. The additional facilities are provided so that all of the waste wood may be utilized for power purposes, including the use of any considerable amount of coal. The new plant, which was during the past year, is being equipped with an automatic system of

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HARDWOOD LUMBER

all grades and thicknesses. Unexcelled facilities for Kiln-drying and surfacing.

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MEMPHIS, TENN.

Swain-Roach Lumber Co.

SEYMOUR INDIANA

We Manufacture

WHITE OAK	ELM	ASH
RED OAK	MAPLE	WALNUT
POPLAR	GUM	CHERRY
HICKORY	SYCAMORE	CHESTNUT, Etc.

2 cars 4/4 18 & 22 Qtd. White Oak, 1 car 4/4 x 5 & 5 1/2 clear White Oak strips; 1 car 3/8 18 & 22 Plain Oak, 3 cars 2 in. Log Run Elm; 3 cars 4/4 Log Run Walnut; 1/2 car 2 1/2 No. 1 com. & better Plain Oak; 1 car 8/4 No. 1 com. & better Plain Oak, 2 cars 4/4 18 & 22 Plain Red Oak; 3/4 car 8/4 and 1 1/4 Plain Sycamore; 1 car 10/4 Soft Maple; 2 cars 4/4, 8/4, 10/4 and 1 1/4 Hard Maple.

AT TWO BAND MILLS

PROMPT SHIPMENT

STRAIGHT or MIXED CARLOADS

Plain & Qtd. Red & White

OAK

AND OTHER
HARDWOODS

Even Color

Soft Texture

MADE (MR) RIGHT OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO.

(INCORPORATED)

CINCINNATI, OHIO

The Viles County Lumber Company, Winegar, Wis., has contributed twenty-five employees of its sawmill to the United States military service. Twenty women already have been recruited to fill vacancies.

The Teento Company, Teento, Wis., has adjusted strike troubles which kept the sawmill idle for more than a month. The company has granted an increase of 50 cents a day, but the men lose pay for the time they were on strike, which amounts to about \$2,750.

The Filer & Stowell Company, Milwaukee, widely known in the lumber industry as a manufacturer of saw and planing mill outfits and power plants, is building a new forge shop, 60x150 feet, to provide the large increase of capacity required by its government and domestic orders.

The Northwest Engineering Works, Green Bay, Wis., builder of wooden and steel craft and equipment, will spend about \$150,000 in providing additional berths and other facilities for handling large government contracts for ships, principally seagoing tugs. The company several months ago took over the entire plant and business of the Hartman-Creeling Company, Green Bay.

The Muscoda Manufacturing Company, Muscoda, Wis., maker of furniture, tables, etc., is receiving the first railroad shipments of hardwood logs from outside points since the industry was established. Until now the needs of the plant have been served by the hardwood timber growth in the vicinity of Muscoda, but the supply now only is dwindling, but requirements have grown considerably in recent months.

The Badger Basket & Veneer Company, Burlington, Wis., which has increased its capital stock to \$40,000, has enlarged its board of directors from three to five. The list now is: H. Wegwart, president; H. G. Dardis, vice-president; Ralph W. Story, secretary and treasurer; F. L. Roentz, Chicago; A. L. Story, Milwaukee.

It is reported on good authority that the Von Platen Lumber Company, Iron Mountain, Mich., is negotiating for the entire property of the N. Ludington Company, Marinette, Wis., one of the large industries established by the late Isaac Stephenson. It is said that an option has been given. Managers of the Stephenson estate have been contemplating disposition of the property for some time.

The Manitowish Shipbuilding Company, Manitowish, Wis., now one of the largest industries of the kind on the Great Lakes, has purchased a twelve-acre tract of land not far from the plant and proposes to build 100 cottages for the accommodation of its working force.

L. M. Mattoon, Tony, Wis., has undertaken a large summer logging operation near Beaver Dam, north of Glen Flora, Wis. The cut will consist entirely of hardwood, which will be peeled sufficiently to allow the logs to dry for drifting.

The Peshigo Pulp & Paper Company, Peshigo, Wis., organized recently to acquire the plant and equipment of the Peshigo Lumber Company, is dismantling portions of the sawmill and burner in the process of changing over the plant to a pulp and paper mill. Extensive new construction work will be done as well. George Maurer is manager.

The Leather & Smith Company, Sturgeon Bay, Wis., has practically closed contracts with the federal shipping board for building six large wooden tugs at its yards in that city. The contract will mean extensive enlargement of the plant.

Among the many fine pieces of new furniture manufactured by the Northwestern Furniture Company, Milwaukee, for the equipment of the new quarters of the Milwaukee Association of Commerce in the Milwaukee Athletic Club building, is a massive directors' table of quarter-sawed oak, twenty feet long and six feet wide. It is said to be the largest article of furniture of this kind ever built. The top of the table alone weighs 1200 pounds and the total weight exceeds one ton. Twenty persons may be seated comfortably around the table.

L. E. Schwebe, cashier of the state bank of Arnoct, Wis., has resigned to become associated in an executive capacity with the Brown Bros. Land & Lumber Company, Rhinelander, Wis.

The Wisconsin Federation of Labor has undertaken an active campaign to organize the men engaged in the woodworking industry in all of its phases, and is now campaigning among employes of sawmills, planing mills and similar industries in northern Wisconsin.

The fuel conservation movement was the principal topic of discussion at the recent session of the Northeast Wisconsin and Upper Michigan Loggers' Association held at Green Bay, Wis., and full cooperation with the government was guaranteed. A special committee of six was created to confer with the county food administrators in the association territory on the proposition of drafting a uniform bill of fare for all logging camps. S. D. Switzer, Waheno, Wis., is chairman of this committee. Talks given at the meeting indicated that the output of northern hemlock for the coming year will be not more than fifty per cent of the production during the past year, due to causes arising out of the war, notably labor and transportation difficulties and demand.

The Hardwood Market

< CHICAGO >

The Chicago lumbermen were keenly interested in the National meeting last week, because it gave them an opportunity to talk over conditions first-hand with shippers from all parts of the country. Market discus-

sions were frequent and took place with the result that the local trade is more strenuous because the situation is strong. Throughout all discussions the predominant opinion showed the greatest concern over the labor. The same opinion being expressed frequently that while some mills or manufacturers, because the owners hated to shut down, it would really be a matter of good business to close up the operations temporarily during the present period of excessive cost of producing and difficulty in getting out.

The Chicago trade is going ahead in the latter months with the firm conviction that hardwood production could possibly be expanded, and that accumulations are a matter of great significance, and that prices will never go back to where they were.

◀ BUFFALO ▶

The hardwood trade is of fair proportion having reached the stage where a lack of labor prevents the mills from accepting all the business possible or from filling up additional orders. The eastern consumers are taking quite an amount of lumber, and sometimes here are such that an order can be filled and shipped with reasonable degree of promptness. The dealers and some of the consumers regard the present as an excellent time for getting in lumber, and customers generally are being advised not to wait until later, when car scarcity will be even worse.

Most every kind of lumber is participating in the demand. Thick lumber is having the preference. Oak and maple are selling most frequently, with ash also in good demand. Poplar continues to sell readily, the only drawback being the difficulty of getting supplies. Prices are holding firm and there is expectation that they will continue to do so, as lumber stocks are by no means heavy anywhere. The advance in freight rates is expected to have a stiffening effect on prices.

◀ PITTSBURGH ▶

Wholesalers in hardwood here are worried considerably over the fact that in two big branches of their ordinary trade there is very little business. One is the lack of demand from the automobile manufacturers, due to the fact that the government has greatly restricted the amount of steel available for these concerns. The other is the lack of demand from the window and plate glass manufacturers, also due largely to government curtailment and partly to the very low state of building all over this country. These facts, in connection with the small amount of business from the retail yards, show that the hardwood wholesaler is thrown back hard upon the manufacturing and mining trade. So far he has been able to get along very well especially if he is able to play the en transit game. Those concerns which have sold lumber only when they had it going on the road have had a profitable summer. Conditions as to shipping are somewhat better than a few weeks ago, as many cargoes have been lifted. Business in general is uncertain in amount and very irregular as to inquiry. Concerns which want lumber want it badly and quickly and are willing to pay a higher price even than market quotations.

◀ BOSTON ▶

Orders of from one to six months' standing have begun to move to this territory upon the removal of the Regional Director's embargoes from Charlestown, W. Va., to Buffalo on June 9 and 10. These shipments are starting both with and without car service permits and afford the most definite relief the trade has felt for a long period. The many changes that have occurred in stocks on hand, values and manufacturing usages have produced a complicated situation as to the net advantages that will come from this long delayed delivery and the progress of the market will be watched with interest if any freedom of transportation is maintained.

◀ BALTIMORE ▶

While the hardwood trade of this section continues to be of fairly satisfactory volume, with the returns large enough, it is in an uncertain state, and no one is willing to predict what the developments of the next few months will bring forth. The ordinary channels of trade are more or less disturbed or unsettled, so that frequent readjustments become desirable. In addition, there is the problem of the exporters, whose business has been reduced to wholly insignificant proportions, and who are to a considerable extent forced into the domestic fields, if they want to be doing anything. This, in so far as they are able to establish new connections, increases the pressure for orders, while over and above all looms the narrowing effect of the war, with its curtailments and warnings of further curtailment, and with its sacrifices of what are called non-essentials for essentials, to the end that the war machinery may not only be kept in motion, but develop steadily increasing momentum and power. It cannot be said that discouragement prevails in the trade. Hardwood men are disposed to stand behind the government and to make all sacrifices asked of them. And it is also to be said that in the case of many of the members these sacrifices have entailed readjustments rather than actual elimination. And it may be said that elimination to the extent of far-reaching trade paralysis will never come. Furthermore, it is worse than useless to conjure up possibilities that may never be realized. Hence hardwood men as a class are content to take what comes along, looking

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POPLAR
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Soft
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Creamy
Grades

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HICKORY
Oak and Ash
Dimension Stock for
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WHOLESALE AND COMMISSION
953 National Life Bldg., CHICAGO

Northern Hardwoods *Southern Hardwoods*

3 cars 8/4 No. 1 Com. & Better Birch	1 car 4/4 Fas Tupelo Gum
2 cars 6/4 No. 1 Com. & Better Birch	1 car 4/4 No. 1 Common Tupelo Gum
5 cars 1" No. 3 Maple	2 cars No. 2 Merchantable Hemlock
1 car 1" No. 2 Birch	2 cars 1x4 Merchantable Hemlock Strips
1 car 6/4 No. 2 Com. Oak	1 car 1" Fas Basswood Strips
1 car 4/4 No. 2 Com. Oak	

ahead. To be sure, but not with the idea of finding discouragement in the future. For the present, business continues to come in with sufficient freedom to run up the volume of transactions in numerous instances to impressive proportions. Consequently, even though the outlook may not offer assurances of numerous orders ahead or virtually in hand, and business is conducted from hand to mouth, as it were, no complaints are heard. Prices are well maintained, the advances recorded from time to time holding with marked firmness. It may be questioned, for that matter, if there is room for material reduction, the scarcity of labor, the reduced efficiency of the workers who can be secured, and the rising cost in every item of expense the millman has to bear precluding the possibility of putting reductions rather out of the question. The railroad situation shows little improvement, and it is perhaps just as difficult to make shipments as before. Therefore orders from nearby points, accessible in ways other than over the railroads, are likely to receive attention when calls from a distance cannot get consideration for the reason that it is impossible to give assurance of delivery. Poplar especially shows strength, some divisions of the list being in excellent request. As it is not less difficult to secure lumber from the mills than it is to fill orders, the holdings at distributive points are not excessive.

◀ COLUMBUS ▶

The hardwood market in Columbus has been rather active during the past fortnight. This is especially true when the unusual war conditions are taken into consideration. These conditions have tended to stop the movement of hardwoods in certain directions and have had the effect of slowing down the trade. But generally speaking there is a good demand for stocks from both the retail trade and from factories. The tone is satisfactory and prospects are rather bright.

Factories making implements and vehicles are the best customers at this time. Buying is also reported from factories making boxes and furniture. Most of the factory buying is for immediate shipment, although some orders call for shipment during July and August. The retail trade is fairly good, especially in the rural sections. Retail stocks are not large in any section and some of the dealers are trying to increase them.

Prices are firm all along the line. All recent advances are maintained and in some instances premiums are offered if delivery can be assured. Shipping is slow because of railroad congestion and embargoes. This is especially true from certain producing sections of the South. Government supervision is governing a large percentage of lumber shipments. Collections are fairly good despite the drains on money by the payment of the federal tax. Plain and quartered oak is in good demand, ash and hawwood are strong and other hardwoods are unchanged.

◀ CLEVELAND ▶

Marked scarcity of all hardwoods, more especially the better grades, is the feature of the Cleveland market this week. There has been a sharp diminution in current stocks, because of increased demands from different departments of the government, as well as a reduction in receipts. Prices have advanced all along the line during the last fortnight. This is significant in view of the fact that there is no indication that ordinary building will be resumed this year in this district. About the only outlet for hardwood for building purposes is in the numerous mill jobs, which seem to require more oak than anything else. There has been a sharp reduction in supplies of this material in consequence. Low grade poplar is one of the most active materials on the list. Consuming interests are now attracted to it because of the abnormally high prices for the higher grades of poplar. Efforts to speed hardwood deliveries of the kind of material needed most here have brought to light the fact that production now seems to be dependent almost entirely upon government needs, as mills advise they are filled up with orders for a considerable time in the future. Mills also state that while their efforts are directed to meeting government and ordinary commercial needs as well, deliveries are a difficulty to contend with, as they find almost as much trouble getting their product to the destinations indicated by the government authorities as to commercial consumers. Leading hardwood interests here do not anticipate much improvement until there is a more liberal supply of cars.

◀ INDIANAPOLIS ▶

The hardwood trade remains active in all departments except those connected with the building trades. Manufacturers, however, find the general demands so heavy that they are hardly missing the decreased business as a result of a slump in building operations.

Almost every week finds new factories devoting practically all of their energies to the manufacture of supplies for the government, or working on subcontracts for other concerns which have large government orders. Even the furniture industries report a slight improvement in business prospects, and as a result they have been buying more steadily.

The retail lumber dealers in central Indiana are now endeavoring to boost the retail demands for lumber of all descriptions. A campaign now is in progress in Indianapolis for the purpose of increasing building operations. Many of the largest retail lumbermen of the city are financing the campaign and a motor truck equipped with a model home has been going throughout the streets of the business districts and to factories where well known speakers have been boosting the "Buy a Home" idea.

The business of box manufacturing continues to increase and woods used

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4/4 to 12/4 All Grades
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Hardwood

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C. CRANE & COMPANY

Manufacturers of Hardwood Lumber, Oak & Poplar especially
Our location makes possible quick delivery of anything in timber and hardwood lumber

The Tegge Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties
OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

In the making of boxes and shipping cases, etc. A continued improvement in the demand for galvanized iron is due to the increased activities of furniture industries. The demand for buying is as much of the walnut timber standing in the woods as for full progress, and the number of walnut logs has increased as a result of this campaign.

Oak is in good demand. The market is so tight that there is a continued slight improvement in transportation charges, and they are taking full advantage of their opportunity to raise prices, which have been piled up on the books for some time.

EVANSVILLE

Hardwood lumber manufacturers in Evansville and the Western Indiana district that June has been as good as May and better, and that they have received a large volume of orders. Longmen report that it is no trouble to sell lumber. Buyers as a rule do not care to be concerned about the price as much as the ability of the dealer to get lumber to them on reasonable time. The advance in freight rates do not seem to concern lumbermen in this section in the least. Many of them had been looking for the increase for some time past and are anxious to meet it. The up-town mills in Evansville have been operating in pretty good time for several weeks, while the river mills remain idle. It is not known when the river mills will resume operation. A 100% improvement in the log situation is looked for before fall. The price of cotton is some better than it was a few weeks ago, but many of the men in Kentucky and Tennessee, who get out logs, have quit this work for the time and have turned their undivided attention to their crops. Lumber prices remain firm. The demand for the various grades of lumber wanted by the government remains strong. Quartered white oak, plain white oak, walnut, maple, beech, hickory and ash are moving in good shape and quartered sycamore is stronger than for some time. Cottonwood is also strong.

The retail business is rather slow in some sections, however, due to the fact that building operations are rather sluggish. Most of the wood-consuming plants are working steadily, their greatest handicap being the labor shortage. Little or no improvement in this situation may be expected, the owners say, until after the close of the war. Crop conditions are most promising and the yield of wheat in this section will be an unusually large one. The acreage of corn is large and the crop is progressing nicely.

LOUISVILLE

Production of hardwoods is generally light due to the shortage of labor, jobbers stocks are down to a minimum, and all indications point to higher prices this fall and winter, the market at present being firm. The furniture trade is rapidly working into government necessities, and has been buying much material, taking lines of hardwood not formerly used to any extent. Labor while easier with some concerns is worse with others, and upon labor hinges the future of the market.

All hardwoods are moving, there being a better demand for 4/4, 5/4, 6/4 and 8 1/4-inch oak, in both plain and quartered stock than for some time, although nothing under inch stock is in big demand. Thick oak is not quite so active as it has been, but there has been an increased demand for thick ash which dropped off for a time. Hickory in 10/4 to 12 1/4-inch stock is very active. Sound wormy chestnut is moving freely to the furniture people, it being one excellent item at this time. Poplar continues in steady demand, the only change being a tendency to firsts and seconds, sound wormy slipping up slightly. Elm and sycamore are not moving, except in small quantities. Gum is active, the most pronounced activity being shown in Nos. 1 and 2 common, in 4 1/4, 5 1/4, 6 1/4 and 8 1/4-inch. Walnut is in big demand, and with the exception of small dimension stock is nearly all being utilized by the government. Maple is also active, and it is reported that the commercial demand is taking care of all the mahogany produced, the government using about thirty per cent of the production.

MILWAUKEE

The condition of the hardwood lumber industry of northern Wisconsin continues very satisfactory, especially with respect to the demand, which is well maintained and still in excess of the supply. Prices rule firm and show a tendency to harden as the effect of greatly advanced costs of production are directly reflected in selling prices. The labor situation becomes less favorable each week, as men are moving from mills and camps to the army and navy. The substitution of female help provides only partial relief because of the handicaps of heavy work unsuitable for women. Prospects are that coming drafts and enlistments will take a still greater number of men. Wages have been advancing further to the highest point ever known in the hardwood industry.

The government demand for hardwoods broadens and requirements of ordinary industries hold up better than expected, furnishing an active market for all of the lumber and stock that can be produced under existing circumstances. The older sections of Wisconsin, notably in the southern part, which long ago ceased to be a factor in hardwood production, are being combed by producers to gain supplies, however small, for such purposes as gun stocks, propellers, airplane stock, etc. The production generally in this territory is expected to fall below a year ago, due to the labor shortage and other difficulties.

The following stock is in excellent condition, ready for immediate shipment

5 1/2"	No. 1	Com. & Htz. ASH	41,000*
5 1/2"	No. 1	Com. & Htz. BEECH	27,000*
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6 1/4"	No. 1	Com. & Htz. BIRCH	285,000*
4 1/4"	No. 1	Com. & Htz. SOFT ELM	76,000*
4 1/4"	No. 2	Com. SOFT ELM	20,000*
4 1/4"	No. 1	Com. & Htz. BIRCH	83,000*
4 1/4"	No. 1	Com. & Htz. BIRCH	108,000*
6 1/4"	No. 2	Com. & Htz. BIRCH	51,000*
6 1/4"	No. 2	Com. & Htz. BIRCH	17,000*
4 1/4"	No. 2	Com. BIRCH	251,000*
5 1/2"	No. 2	Com. BIRCH	56,000*
4 1/4"	No. 1	Com. & Htz. MAPLE	65,000*
4 1/4"	No. 1	No. 2 Com. MAPLE	270,000*
6 1/4"	No. 1	Com. & Htz. MAPLE	216,000*
8 1/4"	No. 2	Com. & Htz. MAPLE	19,000*
10 1/4"	No. 2	Com. & Htz. MAPLE	54,000*
12 1/4"	No. 2	Com. & Htz. MAPLE	58,000*
5 1/2"	No. 2	Com. MAPLE	50,000*
4 1/4"	No. 2	Com. & Htz. SOFT MAPLE	150,000*



IDEAL HARDWOOD SAWMILL

Are putting in pile every month two and one-half million feet of choicest Northern Michigan Hardwoods

Stack Lumber Company
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Walnut
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IN WALNUT ONLY
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EMPLOYES WANTED

WANTED—FIRST CLASS

hardwood lumber inspector. Salary \$125 per month. TALLAHATCHIE LBR. CO., Phillip, Miss.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

WANTED—QUARTERED WHITE OAK

Fitches. Must be properly manufactured, of good texture, quality, etc. Will inspect at mill and pay cash.

DEAN-SPICKER CO.,
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LUMBER WANTED

KIND	THICK- NESS	GRADES
Poplar & Beech	1" to 2"	All
Maple	1" to 4"	All
White Ash	1" to 4"	No. 1 Com. and better

Write us what you have to offer.
 BUFFALO HARDWOOD LUMBER CO.,
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LUMBER WANTED

Tough straight grain Hickory carload lots, 3/4" dowels 51 or 57", also 1"x1"x31 or 57" or 1" lumber from which to make these items.
 Address "BOX 62," care HARDWOOD RECORD.

FOR GOVERNMENT WORK

The almost daily Bulletins of the Lumbermen's Bureau, 809 Munsey Bldg., Washington, D. C., contain rush inquiries for all character of Hardwoods for government departments and government contractors, with lists of new contractors, prices, etc. Write for free sample bulletins.

WANTED

No. 3 Common Oak, 8/4 green or dry; Oak Squares, 2x2x9, 1 1/2x2x19, 1 1/2x2x16, in large quantities. Write us. B. F. & R. P. Gravelly, Martinsville, Va.

MANUFACTURERS TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.

R. H. CARLIN CO.,
 Equitable Bldg., Wilmington, Del.

WANTED TO BUY

Hard and soft wood Slabs and Edgings, 12", 16", 24", 30" and 48" for fuel wood. Also Charcoal. Write COVEY-DURHAM COAL CO., 431 S. Dearborn St., Chicago.

LUMBER FOR SALE

BIRCH LUMBER

When you are buying
 BIRCH
 consult us. We have it

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 10 High Street BOSTON, MASS.

ALFRED P. BUCKLEY

Lumber Commission

932 N. Broad St., Philadelphia, Pa.
 Will cut to order 8 to 10 cars Locust in the log in New Jersey. Also Poplar and Sweet Gum in the log in sizes and lengths desired.

DIMENSION STOCK WANTED

WANTED TO BUY

5 cars 2x2-30" Clear Oak Squares.
 5 cars 2x2-19" Clear Oak Squares.
 5 cars 1 1/2x1 1/2-19" Clear Oak Squares.
 10 cars 1 1/2x1 1/2-20 and 40" Clear Oak Squares.
 5 cars 1 1/2x2 1/4-5" clear Oak.
 5 cars 1 1/2x2 1/2-5" clear Oak.
 10 cars 1 1/2x2 and 2 1/4-40" clear Oak.

Write for orders to cut. We are always in the market.

THE PROBST LUMBER CO., Cincinnati, Ohio.

WANTED TO BUY

2"x2"x19" clear Oak Squares.
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FOR SALE—VIRGIN TRACT

hardwood timber, 2700 acres in Monroe Co., W. Va. Representative will be in Union, W. Va., first week in July. For further particulars write, CRINSON SPRINGS LUMBER CO., Marshall Minnesota.

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TIMBER ESTIMATING—LOGGING ENGINEERING

My reports cover every phase of timberland development. My cruisers and engineers are experienced in tropical timber as well as that of the U. S. and Canada.

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 158 Fifth Avenue, New York, N. Y.

TIMBER LANDS FOR SALE

WE OFFER FOR SALE—CHEAP
 16,478 acres cut-over lands in a solid body in Pocahontas County, W. Va., facing on the Green-Brier River and well watered by numerous mountain streams. Ideally adapted to sheep raising and re-forestation, in one of the finest cattle and sheep raising sections of the East. Correspondence and examination solicited. MARYLAND LUMBER COMPANY, Denmar, W. Va.

TEN TO TWO HUNDRED MILLION

As desired, Hemlock and Hardwood, Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

DIMENSION STOCK FOR SALE

FOR SALE—WALNUT SQUARES

2x2, 2 1/2x2 1/2, 16 to 40", 1x6 to 17"-8 to 16", 1 & 2: 1x8" & up, 6' to 7', 1 & 2.
 OSGOOD-CORSON LUMBER CO.,
 Peoples Gas Bldg., Chicago, Ill.

SMALL DIMENSION OAK

Thoroughly dry, practically, clear, 1"x1 1/2", also 1 1/2"x1 1/2" in 6' and 6'6" lengths. THE DELPHOS BENDING CO., Delphos, O.

RAILWAY EQUIPMENT WANTED

WANTED—A 36" GAUGE

25 to 30-ton Climax Locomotive. Must be in good condition. KENTUCKY LUMBER COMPANY, Williamsburg, Ky.

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FOR SALE

Giddings & Lewis 8-ft. Band Mill, fully equipped. New in operation. Immediate possession. First-class condition. Full description on request. Address, "BOX 64," care HARDWOOD RECORD.

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Saw and Planing Mill. Capacity 25,000 ft. Under one roof. Established about 50 years ago and operated continuously since. In recent years devoted to hardwood specialties. Now operating to capacity with output sold six months in advance. Located in district of low priced labor. This is an exceptional opportunity to obtain a going, profitable business at a low price.

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FOR SALE—WOODWORKING PLANT

J. S. Harrison & Co.,
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To settle the estate of the late James S. Harrison, senior and controlling partner, this business is offered at a low price. It consists of a small modern plant, well equipped. Employs 15 to 20 men. Established about 50 years ago and operated continuously since. In recent years devoted to hardwood specialties. Now operating to capacity with output sold six months in advance. Located in district of low priced labor. This is an exceptional opportunity to obtain a going, profitable business at a low price.

For information apply to
 R. S. BROWN,
 Pres. First National Bank,
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collected anywhere in the world. No charges unless we collect. No advance fee. Bank references. MAY'S COLLECTION AGENCY, Somerset, Ky.

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Two manufacturing plants, one at Buffalo, N. Y., and one at Racine, Wis., each containing about 150,000 sq. ft. of floor space. Adaptable for wood or iron work. Fully equipped with sprinklers, steam power, wood and iron working machines. Racine plant has large foundry fully equipped. Can give immediate possession. If interested, communicate with M. H. Murphy, Manitowish, Wis.

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The entire plant and timber of the Morris Lumber Co., consisting of sawmill, planing and cord yards at Saxon, Wis., prominent logging floating timber, hemlock, pine and hardwood, logging railway and logging outfit. The timber is located adjacent to other standing timber which can be purchased if a large operation is desired. For further information, address A. W. MacLeod, W. L. Brown, Wis., or Evan J. Jones, Bradford, Pa.

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places near Jackson, Miss., or other in Louisiana and Texas, several thousand acres of timber. For a thousand acres short but pine on Pearl River Valley, near Jackson, Miss. Fifteen thousand acres hardwood timber, Madison Parish, La. All owned or to be held by J. ELLIOTT JOHNSON, Sr., Jackson, Miss.

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NO. 1 C. & BTR., white, 1 1/2-1 3/4", good wood, ATLANTIC LUMBER CO., Buffalo, N. Y.
 NO. 2 C. & BTR., white, 1 1/2-1 3/4", good wood, ATLANTIC LUMBER CO., Buffalo, N. Y.
 NO. 1 C. & BTR., white, 1 1/2-1 3/4", BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
 NO. 1 C. & BTR., white, 1 1/2-1 3/4", BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
 NO. 1 C. & BTR., white, 1 1/2-1 3/4", BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
 NO. 1 C. & BTR., white, 1 1/2-1 3/4", BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
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NO. 1 C. & BTR., 4/1". BARCOCK LUMBER CO., Pittsburgh, Pa.
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 NO. 1 C. & BTR., 4/4", reg. width & length, 1-2 yrs. dry, BLAKESLEE, PELRIN & DARLING, Buffalo, N. Y.
 NO. 1 C. & BTR., 4/4-10/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
 FAS 1 1/2-3/4". NO. 1 C., 6/4 & 8/4". SD. WORMY, 8/4". MOWBRAY & ROBINSON CO., Cincinnati, Ohio.
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GUM—QUARTERED RED

NO. 1 C. & BTR., 4/4-12/17". NO. 1 C. & BTR., 4/4 & 8/4", sap no def., BELLEGRADE LUMBER CO., Memphis, Tenn.
 COM. & BTR., 6/4, 8/4 & 10/4". COM. & BTR., mixed, 8/4, 10/4 & 12/4". KRAETZER-CURED LEATHER CO., Memphis, Tenn.
 COM. & BTR., 4/4", ran. width & lth., 8-12 mos. dry, shelled bds., highly fig. LOUISVILLE VENEER MILLS, Louisville, Ky.

BASSWOOD

FAS 6/1". NO. 2 C., 4 & 4 1/4". BARCOCK LUMBER CO., Pittsburgh, Pa.
 NO. 1 C. & BTR., 10 1/4". JACKSON & TINDLE, Grand Rapids, Mich.
 NO. 1 C., 4 1/4 & 5 1/4". NO. 2 & BTR., 6 1/4". MASON-DONALDSON LUMBER CO., Birmingham, Ala.
 NO. 2 & BTR., 5 1/4". MOWBRAY & ROBINSON CO., Cincinnati, Ohio.
 FAS 1 1/2-1 3/4", 10" & up. RIEL-KADEL LUMBER CO., Memphis, Tenn.
 NO. 2 & BTR., 1 1/4", all widths & lth. STARK LUMBER CO., Masonville, Mich.

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NO. 1 SHOP & BTR., 4/4-16/4". reg. width, std. lth., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

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NO. 1 C. 6/4". GAYOSO LUMBER CO., Blountville, Tenn.
 NO. 1 C. BOX BDS., 4/4", 9-12", 13-17", reg. lth., 6 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

BEECH

NO. 1 C. & BTR., 5/4 & 8/4". good widths, 11-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.
 LOG RUN 4/4". reg. width & lth., 4 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.
 COM. & BTR., 6 1/4 & 8 1/4". NO. 2 & BTR., 4 1/4". MOWBRAY & ROBINSON CO., Cincinnati, Ohio.
 NO. 2 & BTR., 5 1/4 & 6 1/4". all widths & lth.: NO. 3 C., 5 1/4", all widths & lth. STARK LUMBER CO., Masonville, Mich.

ELM—SOFT

LOG RUN 6/4-12/4". BELLGRADE LUMBER CO., Memphis, Tenn.
 LOG RUN 12/4". GEO. C. BROWN & CO., Memphis, Tenn.
 NO. 1 C. & BTR., 4/4-16/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
 LOG RUN 12/4". reg. width & lth., 2 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.
 LOG RUN 8/4". GAYOSO LUMBER CO., Blountville, Tenn.
 LOG RUN 4/4 and thicker, can cut to suit buyer. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

GUM—MISCELLANEOUS

BOX BDS., 4 1/4", 12" & up and 4 1/4", 8" & up. GAYOSO LUMBER CO., Memphis, Tenn.

BIRCH

FAS & NO. 1 C., 4/4". good widths, 11-16", 2 yrs. dry. NO. 1 C. & BTR., 5 1/4 & 6 1/4". good widths, 11-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.
 NO. 1 C., 4 1/4 & 5 1/4" & 4" & 4 1/4". FAS 1 1/2-1 3/4", 6 1/4, 8 1/4 & 12 1/4". THEO. FATHAUFER CO., Chicago, Ill.
 NO. 1 C. & BTR., 16 3/4". JACKSON & TINDLE, Grand Rapids, Mich.
 FAS 6 1/4" good widths, 10-16", 10 mos. dry.
 NO. 1 C. & BTR., 8 1/4, 10 1/4, 12 1/4 & 16 1/4". good widths, 10-16", 6 mos. dry. JONES HARDWOOD CO., Boston, Mass.
 NO. 1 C., 4 1/4", reg. width & lth., 1 yr. dry, hand sawn. J. M. LOGAN LUMBER CO., Knoxville, Tenn.
 NO. 2 C. & BTR., NO. 1 C. & BTR., sel. red, 6 1/4". NO. 1 C. & BTR., mixed, 8 1/4". MASON-DONALDSON LUMBER CO., Birmingham, Ala.
 NO. 2 C. & BTR., 3/4, 4 1/4, 5 1/4, 10 1/4", all widths & lth.: NO. 3 C., 4 1/4, 5 1/4, 10 1/4", all widths & lth. STARK LUMBER CO., Masonville, Mich.
 NO. 1 C. & BTR., 4/4-16/4". reg. width, std. lth., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

LOG RUN 12/4".

NO. 1 C. & BTR., 4/4-16/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
 NO. 1 C., 6/4", 18 mos. dry. G. ELLAS & FROE, Inc., Buffalo, N. Y.
 LOG RUN 12/4". reg. width & lth., 2 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.
 LOG RUN 8/4". GAYOSO LUMBER CO., Blountville, Tenn.
 LOG RUN 4/4 and thicker, can cut to suit buyer. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

HICKORY

NO. 1 C. & BTR., 4/4". BARCOCK LUMBER CO., Pittsburgh, Pa.
 LOG RUN 5 1/4", reg. width & lth., 19 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.

LOCUST

LOG RUN 4/4". BARCOCK LUMBER CO., Pittsburgh, Pa.

MAHOGANY

FAS, NO. 1 C., SHORTS & WORMY, 1/2-16 1/4", plain & figured, Mexican & African. HULL-HESTON-MARSH MAHOGANY CO., Chicago.

MAPLE—HARD

FAS 4/4". BARCOCK LUMBER CO., Pittsburgh, Pa.
 NO. 1 C. & BTR., 4 1/4 & 5 1/4", reg. width & lth., sap two sides, 8 mos. dry. BLAKESLEE, PELRIN & DARLING, Buffalo, N. Y.
 NO. 1 C. & BTR., 4/4-16 1/4". BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
 NO. 1 C., 12 1/4", 1 yr. dry. G. ELLAS & FROE, Buffalo, N. Y.
 NO. 1 & 2 C., 5 1/4": FAS STEPS, 6 1/4", 11-15" THICK. FATHAUFER CO., Chicago, Ill.
 LOG RUN 1 1/4", reg. width & lth., 4 mos. dry. FERGUSON & PALMER CO., Memphis, Tenn.
 NO. 1 C. & BTR., 11 1/4 & 16 1/4". QTD., 6 1/4 & 8 1/4". END DRIED, white, 1 1/4 & 1 3/4 & 1 1/2". NO. 1 C. & BTR., action, 1 1/4 & 1 1/2" wide, 10-16", 1 yr. dry. COM. & BTR., 5 1/4" 7-8" 8-16", 1 yr. dry, bowling alley, JONES HARDWOOD CO., Boston, Mass.

GUM—SAP

NO. 2 C. & BTR., 4/4-8/4". BELLGRADE LUMBER CO., Memphis, Tenn.
 NO. 1 C., 1 1/4 & 5 1/4". COM. & BTR., QTD., 1 1/4". GAYOSO LUMBER CO., Memphis, Tenn.
 NO. 1 C. & BTR., 4 1/4". J. V. STIMSON, Huntington, Ind.
 LOG RUN 1 1/4". BX. BDS., 4 1/4", 9-12" and 1 1/4", 13-17". UTLEY-HOLLOWAY CO., Chicago, Ill.

GUM—PLAIN RED

NO. 1 C. & BTR., 4/4-8/4". BELLGRADE LUMBER CO., Memphis, Tenn.

All Three of Us Will be Benefited if You Mention HARDWOOD RECORD

HARDWOODS FOR SALE

LOG RUN 4/4 & thicker, can cut to suit lumber. J. M. LOGAN LUMBER CO., Knoxville, Tenn.
COM. & BTR., choice, 4/4"; **CLR.**, 4/4", 4" wide, 8-16", mostly two-face; **NO. 2 C.** 5/4"; **NO. 1 C.** 8/4"; MASON-DONALDSON LUMBER CO., Rhinelander, Wis.
LOG RUN 12", reg. wdth. & lgth., dry. PENROD, JURDEN & McCOWEN, INC., Memphis, Tenn.
NO. 2 & BTR., 4/4, 6/4 & 10/4", all widths, & lgths. STACK LUMBER CO., Masonville, Mich.
NO. 1 C. & BTR., 4/4-16/4", reg. wdth., std. lgth., 12-18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

MAPLE—SOFT

LOG RUN 10/4 & 12/4". GEO. C. BROWN & CO., Memphis, Tenn.
FAS 10/4-16/4", 1 yr. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
NO. 2 C. & BTR., 4/4 & 8/4". JACKSON & TINDLE, Grand Rapids, Mich.
LOG RUN 8/4". So. stock, spot worms no def. UTLEY-HOLLOWAY CO., Chicago, Ill.

OAK—PLAIN RED

NO. 2 C. & BTR., 3/4 & 4/4". BELLGRADE LUMBER CO., Memphis, Tenn.
FAS 10/4", reg. wdth. & lgth., 3-18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
NO. 1 C. & BTR., 4/4-16/4". BUFFALO HARDWOOD LUMBER CO., Knoxville, Tenn.
FAS 4/4 & 5/4", reg. wdth., 14-16", 8 mos. dry; **NO. 1 C.** 4/4", reg. wdth., 8 mos. dry; J. M. LOGAN LUMBER CO., Knoxville, Tenn.
NO. 1 C. & NO. 2 C. 4/4"; **FAS & NO. 1 C.** 5/4", **COM. & BTR.**, 5/4 & 10/4", all reg. wdth. & lgth., dry. PENROD, JURDEN & McCOWEN, INC., Memphis, Tenn.
FAS 3/4, 5/4 & 8/4", **COM. & BTR.**, 4/4 & 10/4", all reg. wdth. & lgth.; RUSSE & BURGESS, INC., Memphis, Tenn.
NO. 1 C. 1/2, 2 C. 4/4", J. V. STIMSON, Huntington, Ind.

OAK—QUARTERED RED

FAS 4/4". BLISS-COOK OAK CO., Blissville, Ark.
NO. 1 C. 4/4 & 6/4". KRAETZER-CURED LUMBER CO., Memphis, Tenn.
FAS STRIPS, 1/2, 3/4, 5/4, 7/4, 9/4, 11/4, 13/4, 15/4, 17/4, 19/4, 21/4, 23/4, 25/4, 27/4, 29/4, 31/4, 33/4, 35/4, 37/4, 39/4, 41/4, 43/4, 45/4, 47/4, 49/4, 51/4, 53/4, 55/4, 57/4, 59/4, 61/4, 63/4, 65/4, 67/4, 69/4, 71/4, 73/4, 75/4, 77/4, 79/4, 81/4, 83/4, 85/4, 87/4, 89/4, 91/4, 93/4, 95/4, 97/4, 99/4, 101/4, 103/4, 105/4, 107/4, 109/4, 111/4, 113/4, 115/4, 117/4, 119/4, 121/4, 123/4, 125/4, 127/4, 129/4, 131/4, 133/4, 135/4, 137/4, 139/4, 141/4, 143/4, 145/4, 147/4, 149/4, 151/4, 153/4, 155/4, 157/4, 159/4, 161/4, 163/4, 165/4, 167/4, 169/4, 171/4, 173/4, 175/4, 177/4, 179/4, 181/4, 183/4, 185/4, 187/4, 189/4, 191/4, 193/4, 195/4, 197/4, 199/4, 201/4, 203/4, 205/4, 207/4, 209/4, 211/4, 213/4, 215/4, 217/4, 219/4, 221/4, 223/4, 225/4, 227/4, 229/4, 231/4, 233/4, 235/4, 237/4, 239/4, 241/4, 243/4, 245/4, 247/4, 249/4, 251/4, 253/4, 255/4, 257/4, 259/4, 261/4, 263/4, 265/4, 267/4, 269/4, 271/4, 273/4, 275/4, 277/4, 279/4, 281/4, 283/4, 285/4, 287/4, 289/4, 291/4, 293/4, 295/4, 297/4, 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5 Cars 1" No. 1 Common	5 Cars 1" No. 1 Com. Red
5 Cars 1 1/2" No. 1 Common	2 Cars 1" No. 1 Com. White
4 Cars 1" No. 2 Common	5 Cars 1" No. 2 C. Red & White
2 Cars 1 1/2" No. 2 Common	2 Cars 2 1/2" No. 1 Com. & Btr.
3 Cars 2" FAS.	Plain Red Oak
	2 Cars 3" No. 1 Com. & Btr.
	Plain White Oak
	5 Cars 2" Log Run Elm
	5 Cars 1" Log Run Elm
	3 Cars 1 1/2" Log Run Elm
	4 Cars 1 1/2" Log Run Elm
	3 Cars 2" Log Run Maple
	2 Cars 1 1/2" Log Run Maple
	2 Cars 6 1/4" Log Run Maple
	2 Cars 5/4" Log Run Maple
	3 Cars 1" No. 1 Com. & Btr.
	Sycamore
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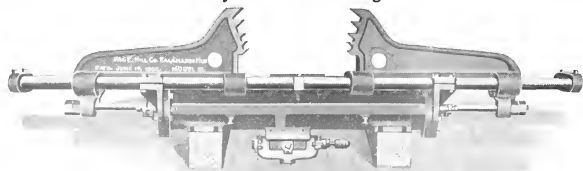


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Hardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, JULY 10, 1918

Subscription \$2.
Vol. XLV, No. 6.

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Manufacturers of Southern Hardwoods, Veneers and Panels

Thirty years' experience in cutting Rotary—

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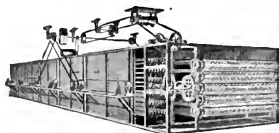
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Taylor & Crate

HARDWOODS OF ALL KINDS

A stock of 18,000,000 to 20,000,000
feet of hardwoods carried at all
times at our two big Buffalo Yards

Established 50 Years Rail or Cargo Shipments

Miller, Sturm & Miller

Hardwoods

of All Kinds

1142 Seneca St.

G. ELIAS & BRO.

HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Bees, Maple and Oak Flooring

955-1015 Elk Street

Hugh McLean Lumber Co.

OUR SPECIALTY:

QUARTERED WHITE OAK

940 Elk Street

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.



THEO. FATHAUER CO. OF ARKANSAS



HELENA

ARKANSAS

Integrity Quality Service Efficiency

THE Theo. Fathauer Company of Arkansas is the operating subsidiary of the Theo. Fathauer Company, main office 1428 Cherry Ave., Chicago, the mill being located at Helena. Theodore Fathauer is president of the company, J. P. Swift, secretary, and Paul C. Swift, treasurer and manager. The capital stock is \$100,000.

The company manufactures fifty per cent gum, the remainder being oak, ash and maple. It logs its own timber from a twelve thousand acre tract near Ratio, Ark., hauling the timber on tram road about fifteen miles long, connecting with the Iron Mountain.

The mill cuts fifty thousand feet daily, turning the logs into lumber on the day they arrive at the camp, thus insuring bright, clear stock. The output is furniture material, implement and automobile stock, and low grade for box factories. The mill has excellent equipment and the yard usually contains three to four million feet of stock. The company employs about two hundred and fifty men at its Arkansas operations.

It is these vital sparks of industry that are keeping the lights burning and the wheels humming at Helena. It was the steadfast adherence to these principles that has made Helena the greatest producing center of Hardwoods and Hardwood Veneers west of the Mississippi river.

The satisfaction of profitable trade binds our customers to us. From all Hardwood consumers who appreciate a product in which these qualities are inherent, we respectfully solicit correspondence.

A. M. Richardson Lumber Co.
Chicago Mill & Lumber Co.
Theo. Fathauer Co.
Penrod, Jurden & McCowen

J. V. Stimson Hardwood Co.
Kurz-Downey Co.
Galloway-Pease Co.
Rex Hoop Co.

Howe Lumber Co.
Archer Lumber Co.
Van Briggles Veneer Co.

—Manufacturer of Implant Stock.
—Manufacturer of Car Material.
—Manufacturer of Factory Bimensions.

"USE OAK"

* Has Individual Display Ad on Page Designated.

Long-Leaf Lumber Company

Band Saw Operators in Southern Hardwoods
Kansas City, Missouri

A. B. & C—
12 years' supply against 22,000 acre Virgin St. Francis Basin Timber, largely Oak.

Technical Lumber Company,
Manufacturer, Kansas City, MISSOURI

The hardest oak lacks much of being as hard as lignum vitae; the strongest is weaker than locust; the heaviest is lighter than manna; but in average of good qualities it would be hard to find a wood superior to oak.

We have a fine stock of 4 1/2 No. 1 Com. Plain White Oak; 4 1/4 FAR Quartered White Oak.

GALLOWAY-PEASE COMPANY,
Manufacturer, Poplar Bluff, MISSOURI

The scarcest of all the oaks of the United States are believed to be Bartram oak and the Price oak. All two specimens of the two trees could stand on a single acre and still leave considerable ground unoccupied.

We carry a complete stock of plain and quartered Red and White oak in all specifications. Our facilities for prompt shipments are second to none. Sikeston, MO.
BAKER-MATTHEWS LBR. CO., MISSOURI
Manufacturer, Lebanon.

Why do your children like Oak best? For the same reason that you did—they knew it is not easily scratched or marred. Think it over.

Special
1 car 6 1/2" Qtd. Red Oak Seat Stock
1 car 4 1/2" Qtd. White Oak Seat Stock
1 car 4 1/2" w/br. Plain Oak
ARKLA LBR. & MFG. CO., MISSOURI
Manufacturer, St. Louis.

A. B. & C—
Triple Band of
The Meadow River Lumber Company
Rainelle, W. Va.
Manufacturer High-Grade Hardwoods

There are eight evergreen oaks in the United States, more than half of which are confined to the region, west of the Rocky Mountains.

Several oaks in different parts of the United States are known locally as "rock oak," but that is not the proper name of any.

J. H. Bonner & Sons
Manufacturers: Band Saw Hardwood Lumber
Memphis, Tenn. Mill: Jonquil, Ark.

The pin oak is not so named because it is famous for pins or tree nails, but because its limbs and branches have little swell or enlargement at their bases, and look like pins driven into the bole or into the larger limbs.

A. B. & C—
Carr Lumber Company, Inc.
Bilmar, Colorado
Piagah Forest, N. C.
Manufacturer

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak.

100,000 ft. 1 1/2" to 2 1/2" Qtd. White Oak
50,000 ft. 1 1/2" No. 1 Com. Qtd. White Oak. 8" & wdr.
JOHN B. RANSOM & CO.,
Manufacturers, Nashville, TENNESSEE
Everything in lumber

The "Conestoga wagons," famous a century ago, and sometimes called "prairie schooners," were made wholly of oak and iron, and were good for a quarter of a century of hard usage. They were made at Conestoga, Pa.

A. B. & C—
Chas. F. Luehrmann Hardwood Lbr. Co.
Manufacturers and Wholesale Lumber Dealers
St. Louis, Missouri

Alton Lumber Company

Manufacturers
FOR GOVERNMENT USE—BEST QUALITY
WHITE OAK

Buckhannon West Virginia
Oak forests of fully matured trees, bearing perfect acorns, occur in Northern Oklahoma and Southern Kansas, and the tallest of the trees little exceed two feet in height.

Goodlander-Robertson Lumber Co.
Manufacturer of Hardwoods
Memphis, Tennessee

Watch the present market for oak—it's getting stronger every day. Time to stock up!

It would not make much difference so far as the song is concerned, but it would satisfy some people's curiosity if the matter could be settled whether the "Old Oaken Bucket" was made of white oak or of red oak.

We have for ship shipment large stock of 10 1/4 and 12 1/4 C. Red Oak, other dimensions from 4 1/4 to 8 1/4 in all grades.

FARRIS HARDWOOD LUMBER CO.,
Manufacturer, Nashville, TENNESSEE

The oldest piece of oak shaped by human hands is believed to be an oak found discovered a few years ago buried in mud at the bottom of a river in England, and believed to be 3,000 years old.

For 25 years we have made Oak and still specialize in this, the best of American hardwoods. Our prices, grades and service are worth considering.

LOVE, BOYD & CO., TENNESSEE
Manufacturer, Nashville.

No other wood of the United States is as suitable for quarter sawing as white oak. Some of the fine oak measures 12" well up to white oak in that respect, but as a general proposition they fall considerably below it.

For anything in OAK use these representative firms

QUARTERED OAK SPECIALTY
Memphis Band Mill Company
Manufacturer, Memphis TENNESSEE

Practically all the oak cut in Europe, west of Russia and the Balkans, belongs to a single species, though the qualities of the wood from various regions differ greatly and bear different names.

It was once a favorite belief in folk lore that an oak tree grows during three hundred years and dies during the next two hundred.

Machine manufactured oak flooring is a modern invention, but hand-dressed oak has been used for floors since ancient times. Doubt is cast on the wisdom of its use because he did not use oak instead of cedar in his temple.

C. Crane & Co.
Hardwood Lumber
Band Mills at Cincinnati, O.

Botanists who are looked upon as authority in such matters, have agreed to change the book name of Northern red oak from *quercus rubra* to *quercus borealis*.

Manufacturers of Plain and Quartered Oak
Oak Timbers and Bridge Plank
SABINE TRADING COMPANY,
BEAUMONT, TEXAS

The largest oaks of the United States are found in California, where they are known as valley oaks. Trunks may be from six to ten feet in diameter.

Nice stock of dry 4 1/4, 5 1/4 & 6 1/4 Plain Red and White Oak on hand at Bartlett, Ark., for prompt shipment.
THREE STATES LUMBER CO., TENNESSEE
Manufacturer, Memphis.

The golden oak which grows in California, is not so named because of the color of its wood, but on account of the yellow fuzz on the under side of its leaf.

B. & C—
We Manufacture Hardwood From Fine West Virginia Timber
WARR LUMBER CORPORATION
Raywood, W. Va.

White oaks ripen their acorns in a single season, while those of red oaks hang on the trees and grow during two summers. They are usually quite small at the close of the first growing season.

Yellow Poplar Lumber Company
Coal Grove, Ohio
Manufacturer

Oak makes the heaviest of bridge timbers or the finest of period furniture. Is there any other wood so versatile?

The color of the artistic English wood known as brown oak is said to be due to incipient decay which has spread through the texture of the wood.

There are no new problems to overcome in curing or caring for Oak lumber. It has been too long used.

A. B. & C—
If you want Sound, Soft Textured White & Red Oak both in Plain and Quartered, write
DUMMEY BROTHERS & CO.,
Manufacturers, Cincinnati, OHIO

Were all the Oak Timber to be destroyed over night the effect on business in general would be chaotic.

The Band Mill, Planing Mill and Dry Kiln of the
Williams Lumber Company
is located at
Fayetteville, Tennessee

Why has Oak always led in offerings at the furniture shows? Ask anyone who sells furniture.

All lumber piled in same lengths and similarly loaded in cars.
CLAY LUMBER COMPANY,
Manufacturer, W. Va.
Mistake Fork,

A. B. & C—
Manufacturers of Hardwood Lumber; also Millwork, Finish Trim and Oak Flooring
WEST VIRGINIA LUMBER CO., W. VA.
Charleston,

A—150,000 ft. 4 1/2 No. 2 Com. Plain Oak
Specialties in Bone Dry, Good Whites & Lengths—
Shipment
BAIR-RHODAPY LUMBER CO., OHIO
Manufacturer, Greenfield.

Clothes don't make the man, nor does finish make the furniture—but it helps. See the latest.

We are cutting off 20,000 acres of fine finest Oak in West Virginia for the very best.

AMERICAN COLUMN & LUMBER CO.,
Manufacturer, St. Albans, W. VA.

There is a species for every need—a grain and figure for every taste. Are you familiar with them all?
Babcock Lumber Company
Pittsburg, Pa.
Annual Capacity, 150,000,000 Feet
Manufacturer

Do you know of any other wood that places in so many ways and in so many garbs as does Oak?

Pardee & Curtin Lumber Company
Sales Office—Clarksville, W. Va.
Band Mills—Curtin, Coal Sid-
ing and Hominy Falls, W. VA.

Good eating and good Oak go well together. They make an especially logical combination in these days of high prices.

Quarter-sawed White Oak, Plain Red and White Oak
C. R. RITTER LUMBER COMPANY,
ROCKCASTLE LUMBER COMPANY,
Manufacturers, Huntington, W. Va.

Kentucky Soft Textured White Oak, Red Oak and English Birch—Sound, Hard, Scaled White Oak Timbers, 12 1/2 ft.
AMERICAN LBR. & MFG. CO., Pittsburg, Manufacturer and Wholesale PENNSYLVANIA

Oak was spoken of with affection in the Scriptures and will be held in esteem by our children's children generations hence.

A—Manufacturer of Impregnated Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimensions.

USE OAK

* No Individual Display Ad on Page Omitted.

Oak lumber in commercial quantities is produced by forty states and more than half of it. The lumber of North Carolina was the first to be marketed.

Did you ever test your eyes on a soft pine oak unwaiting? Try it and then tell your customers about it.

Five Veneers and Hardwood Lumber
Wood-Mosaic Company, Inc.
New Albany, Ind.
Manufacturer.

Veneers and Hardwood Lumber
Hoffman Brothers Company
Manufacturer Ft. Wayne, Ind.

Oak is just an ornamental today as it was useful five centuries ago—just as useful today as it was ornamental then.

Manufacturers of Hardwood Lumber and Flooring
The Mawbray & Robinson Company
Cincinnati, Ohio

Write for List and Prices
North Vernon Lumber Company
Manufacturer North Vernon, INDIANA

Everyone KNOWS what OAK is: that is why it is so easy to sell Oak goods.

There will always be a market for all the oak sawmills have any right to cut.

There are eight evergreen oaks in the United States more than half of which are concentrated in the region west of the Rocky Mountains. Some of them possess much value as a lumber.

Charles H. Barnaby
Manufacturers of Band Sawn Hardwood Lumber and Veneer
Greencastle, Ind.

No one should fancy that the "oak" oak is a poor grade. It was given that name because its leaves are shaped like those of a oak tree. It is likewise called white oak, because the wood resembles that of white oak.

We have in stock 100,000 ft. of 4 1/2" x 4 1/2" x 8' FAS Quartered White Oak 1 or 4 1/2" x 4 1/2" x 8' Red Quartered Lumber
SWAIN ROACH LUMBER CO.
Manufacturer Seymour, INDIANA

J. V. Stimson
Manufacturer and Wholesaler of Hardwood Lumber
Huntingburg, Indiana

The oldest oak tree still standing in tradition is known as Abraham's oak, near Lebanon. If the patriarch Abraham ever lived in its shade, as the story goes, the oak must have occurred 4,000 years ago.

No wood is more susceptible to the fuming process than oak, and both red and white oak are suitable for this process.

Miller Lumber Company
Manufacturer and Dealer in All Kinds of Hardwood Lumber
Mariana, Arkansas

W. P. Brown & Sons Lumber Co.
Band Mill in manufacturing hardwoods
Louisville, Ky.

Edgar Lumber Company
Wesson, Arkansas

White oak of the Middle Ages shows a white, or light-colored, wood with a yellowish brown heart and a bluish gray, but almost black, outer section.

Salt Lick Lumber Company
Hardwood Manufacturer
Salt Lick, Kentucky

J. W. Wheeler & Co.
Manufacturers Band Sawn Hardwood Lumber and Veneer
Memphis, Tennessee

Manufacturers of planks for barbershop tables contain alcohol. Planks prefer white oak to red for the reason that the wood of the former permits less seepage than red oak.

Our Lumber is Well Manufactured and Well Taken Care of. We are first in quality in hardwoods.
THE FIELD HARDWOOD LUMBER COMPANY
Alexandria, LOUISIANA

It is a matter of interest that very little European oak reaching this country or Europe comes from Japan. Most of it is from the forests of continental Asia, some being cut as far north as Siberia, and other comes from Burma.

The value of oak crossties in the tracks of railroads has long been understood by engineers. They give the best service because the wood is hard and wears well and holds spikes well and resists decay.

For anything in OAK write these representative firms

H. A. T. Manufacturers Band Sawn Plain and Quartered Oak and other Hardwood Lumber

Sabine Lumber & Logging Co., Inc.
5 cars 4 1/2" White Oak FAS & No. 1 C
1 car 5 1/2" Plain Red Oak Step FAS & No. 1 C
WILLIAMSON-KUNY MILL & LUMBER CO.
Manufacturer, Mount Oils, ILLINOIS

The laurel oak is more abundant in Florida than in any other part of the United States, but it is not abundant anywhere. Few logs reach sawmills.

Special—500 # 6 ft. 4 1/2" FAS Plain White & Red Oak
LAMB-TSM LUMBER CO.
Manufacturer, Charleston, MISSISSIPPI

(See page 10)
Paepcke Leicht Lumber Company
SOUTHERN HARDWOODS
General Offices, Conway Building, Chicago
Manufacturer

West Virginia leads all other states in the production of oak lumber, and Tennessee stands second on the list. These two states furnish one-third of all the oak lumber sawed in the United States.

Bedna Young Lumber Company
Manufacturers Band Sawn Hardwood Lumber
Sals Office Greensburg, Ind. Hard Mill JACKSON, TENN.
Please let us have your inquiries.

C. & W. Kramer Company
We Manufacture Hardwood Lumber
Richmond, Indiana

The oak tree under which John Westey preached his first sermon in America still stands in Georgia and is an object of great interest to tourists. It is the common southern live oak.

We specialize in White and Red Oak and in Quartered Red Oak. We sell your inquiries.
ALEXANDER BROTHERS,
Manufacturers, Helzoni, MISSISSIPPI

Factories in the United States use approximately two billion feet of oak yearly, which is about 65 per cent of the total sawmill production of this wood.

White oak is the best named of all the oaks. The inner bark is yellow and was a valuable dye material in pioneer times, and it might be worth while to investigate it now, in these days of scarcity in the dye market.

All stock cut from our Virgin Timber on modern machinery.
LITTLEWATER LUMBER COMPANY,
Manufacturer Washington, LOUISIANA

Tallahatchie Lumber Company
Manufacturers of Band Sawn Hardwoods
Philipp, Mississippi

Poets have written of oaks a thousand years old, but there does not seem to be an authentic record of an age of more than 700 years for one oak, based on a count of the annual growth rings.

A. B. C.
Dermott Land & Lumber Company
Manufacturers Southern Hardwoods
Mills, Dermott, Ark.
Sals Office, Railway Exchange Bldg., Chicago, Ill.

ARLINGTON LUMBER COMPANY
Manufacturers of Band Sawn Hardwood Lumber
Mills: Arlington, Ky., and Park Place, Ark. Write Arlington KENTUCKY

It is believed that the combined stand of all the species of oak in the United States would not equal that of the common white oak. It is fortunate that it possesses so many good qualities and grows in so many parts of the country.

The Germans use some oak in their airplanes, but it is too heavy and brittle to give much service in that place.

(See page 17)
6,000,000 Feet of Oak Always on Hand in 12" Stock
ELINS-COOK OAK COMPANY, ARKANSAS
Manufacturer Ellettsville, Ind.

The turkey oak in the South received that name in an early period because its acorns were small and were easily eaten by wild turkeys.

(See page 20)
All stock graded up to quality—knocked down to price.
UTLEY-HOLLOWAY LUMBER COMPANY
Manufacturer Conway Building Chicago, ILLINOIS

Specials
100,000 ft. 2 1/2" FAS Plain Red Oak
200,000 ft. 4 1/2" x 10" Com. Plain Red Oak
300,000 ft. 8 1/2" FAS Qtr. Red Oak
400,000 ft. Lumber Company, Inc.
Manufacturer Alexandria, LOUISIANA

The United States government began its forest policy more than a hundred years ago by purchasing the rights to its oak timber in the Southern states to guard against scarcity of material for shipbuilding.

Band Sawn, Enkilled, Poked Leaf White Oak
Thin Oak and Oak Splendium
MANSFIELD HARDWOOD LUMBER CO.
Manufacturer SHREVEPORT, LA.

It has been found out that the famous "charter oak" which stood near Hartford, Conn., and which figured so prominently in the early history of New England, was white oak.

A notion prevails that formerly ships were almost exclusively of oak. That was never true of American ships, which generally contained more pine than oak.

The cow oak is one of the most valuable hardwoods of the South, and belongs to the white oak group. Its acorns are large, thin shelled, and sweet, and cattle like to eat them.

B. C. C. High Grade Lumber
Hyde Lumber Company
Chicago, Bend, Indiana
Band Mills: Arkansas City, Ark., Lake Providence, La.

Colfax Hardwood Lumber Co.
Manufacturer Band Sawn Southern Hardwoods
Colfax, Grant Parish Louisiana

The manufacturers of plows have long shown preference for oak for the handles. The wood is strong, is easy to bend in the plow frame when steamed, and holds that form over after.

Carrier Lumber & Mfg. Co., Inc.
Sardis, Miss.
Kilm Drive, Ark. Specialty Manufacturer

The hardness of oaks vary as much as 50 per cent when they are compared among themselves, and there is no less difference among them when their strength is under consideration.

TRY KNOXVILLE TENNESSEE

You can logically do so because you must ultimately depend more and more on this region for your hardwoods.

No higher type of timber can grow than that abounding in eastern Tennessee. It is found on a soil and in an environment which put quality in the trees generations ago. It is our task merely to see that this quality is utilized to the utmost in making the boards you buy. The best of equipment and highly trained organizations working in one place for years at a stretch make that task easy.

Then too you can be sure of getting the best possible service—always.

Ask about it from any of the following:

The Vestal Lumber & Mfg. Co., Knoxville, Tenn., & Fonde, Ky.

The J. M. Logan Lumber Company, Knoxville, Tenn.

The Babcock Lumber & Land Company, Marysville, Tenn.
(Main Office: Pittsburgh, Pa.)

OAK, POPLAR, MAPLE

Walnut, Chestnut, Hickory, Cedar, Ash, Basswood, Beech

MEMPHIS TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION

Manufacture of Coffins

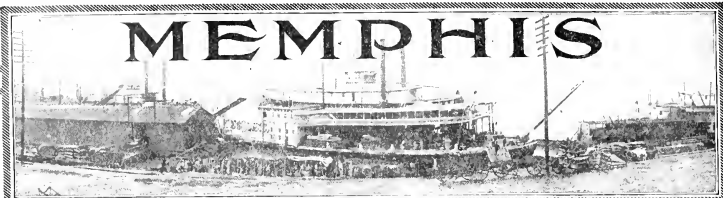
In the days of long ago, when coffins were made by country carpenters, they were called "coffins." The more refined and cheerful names "casket," and "burial case," came into use after factories began to make the article and put it on the market. It is not an easy matter to draw distinction between coffins and caskets at the present time. A notion prevails quite generally that a coffin is a cheap affair and a casket more expensive; and another notion has it that a coffin is wide in the middle and slopes toward the head and toward the feet, while a casket is of the same width its entire length.

Neither of these notions is wholly right nor entirely wrong. As a matter of fact, the old-time coffin, wide in the middle, has practically gone out of use. A person might visit a good many undertaking establishments where burial cases are displayed, and never see a "coffin-shaped" coffin. Perhaps some are still made by carpenters in rural communities, but they are not widely distributed. They have nothing to recommend them and the regulation caskets are of more attractive form and are less solemn and funereal in their suggestions.

In pioneer days a carpenter charged from two to five dollars for a coffin. He could make it with from five to ten hours of work, and to his wages he added the cost of the material, which was small. In those days it was not necessary for a sick man of moderate means to keep walking around to save funeral expenses, for the cost of his funeral would not financially embarrass his family.

(To Be Continued)





QUARTERED WHITE OAK
 12,000* FAS, 5/4"
 25,000* No. 1 Com., 5/4"
 17,000* No. 1 Com., 5/4"
 48,000* Cr. Strips, S. N. D., 1 1/2" to 2 1/2"
 9,000* Cr. Strips, S. N. D., 1 1/2 & 4/5"
QUARTERED RED OAK
 22,000* FAS, 1"
PLAIN RED OAK
 59,000* FAS, 1"
 24,000* FAS, 1 1/4"
 60,000* No. 1 Com., 1"
 12,000* No. 3 Com., 1 1/4"
 76,000* No. 3 Com., 1"
ELM
 50,000* Log Run, 1 1/2"
 65,000* Log Run, 2"

85,000* Shop, 1 1/4"
 80,000* Shop, 2"
 90,000* Ferry, 2"
QUARTERED BLACK GUM
 60,000* No. 1 Plain Black Gum
PLAIN BLACK GUM
 20,000* Log Run, 1"
MARBLE
 100,000* Log Run, 4"
QUARTERED RED GUM
 74,000* No. 1 Com., 1"
 38,000* No. 1 Com., 1"
PLAIN RED GUM
 15,000* FAS, 1"
 35,000* No. 1 Com., 1"
 18,000* No. 1 Com., 1 1/4"
PLAIN SAP GUM
 FAS, 1"
 15,000* FAS, 1 1/4"
 20,000* FAS, 1 1/4"
 35,000* No. 1 Com., 1 1/4"

All Stock Regular Lengths and Thoroughly Air Dried

QUARTERED WHITE OAK
 50,000* FAS, 1 1/4", 6-9 1/2" up wide
 25,000* FAS, 5/4", 6-9 1/2" up wide
 25,000* No. 1 Com., 5/4", reg. width
 9,000* No. 1 Com., 5/4", reg. width
 11,300* No. 1 Com., 5/4", 8-9 1/2" wide
 100,000* No. 1 Com., 3/4", 1 1/2" up wide
PLAIN WHITE OAK
 19,000* No. 1 Com., 3/4", 8-9 1/2" wide
 15,800* No. 2 Com., 1 1/2", reg. width
 10,000* No. 2 Com., 7/8", 8-9 1/2" wide
PLAIN RED GUM
 31,000* FAS, 1 1/2"
 17,000* FAS, 5/8", 12" & shorter lengths
 2,000* No. 1 Com., 3/4"
PLAIN RED GUM
 8,000* FAS, 4/4", Firred wood
 15,000* No. 1 Com., 4/4"

QUARTERED RED GUM
 123,000* FAS, 3/4", Plain Wood
 120,000* No. 1 Com., 3/4", Plain Wood
RED GUM
 128,000* FAS, 3/4", 12 1/2" up wide
 40,200* FAS, 3/4", 15" up wide
PLAIN RED GUM
 31,000* FAS, 3/4"
 7,500* No. 1 Com., 3/4"
 57,000* No. 1 Com., 3/4"
QUARTERED SAP GUM
 36,000* FAS, 6/4"
 36,000* FAS, 10/4"
 21,000* FAS, 12/4"
 19,000* No. 1 Com., 12/4"
SAP GUM
 99,000* FAS, 4/4", 15" up wide
 25,000* FAS, 6/4", 17" up wide
 (Special Widths)

Stimson Vener & Lbr. Co.

ASH
 12,100* 4 1/2"x6"x8 1/2" FAS
 12,100* 4 1/2"x6"x8 1/2" FAS
 4,200* 4 1/2"x10"x8 1/2" FAS
 4,200* 4 1/2"x12"x8 1/2" FAS
 22,600* 4 1/2"x6"x8 1/2" FAS
 22,600* 4 1/2"x6"x8 1/2" FAS
 2,700* 4 1/2"x6"x10" FAS
 3,100* 4 1/2"x6"x10" FAS
 27,600* 4 1/2"x6"x8 1/2" FAS
 20,100* 4 1/2"x6"x8 1/2" FAS
 9,200* 4 1/2"x6"x8 1/2" FAS
 9,000* 4 1/2"x12"x8 1/2" Select
 20,300* 4 1/2"x6"x8 1/2" FAS
 22,000* 4 1/2"x6"x8 1/2" FAS
 8,500* 4 1/2"x10"x8 1/2" FAS
 3,100* 4 1/2"x12"x8 1/2" FAS
 27,100* 10 1/2"x8"x8 1/2" FAS
 2,500* 10 1/2"x8"x8 1/2" FAS
 62,100* 10 1/2"x12"x8 1/2" FAS
 20,000* 12 1/2"x6"x8 1/2" FAS

31,500* 12 1/2"x12" up 8 1/2" FAS
 9,500* 12 1/2"x12" up 8 1/2" Select
 14,700* 16 1/2"x8" up 8 1/2" FAS
 25,000* 16 1/2"x12" up 8 1/2" FAS
 4,800* 16 1/2"x12" up 8 1/2" Select
 2,500* 18 1/2"x8" up 8 1/2" FAS
 10,500* 20 1/2"x8" up 8 1/2" FAS
 20,000* 24 1/2"x8" up 8 1/2" FAS
 26,000* 8 1/4" to 16 1/4" Aeroplane
 3,000* 3 1/2" Flat Sheets
 3,000* 1 1/2" x 3 1/2" Strips
 12,500* 8 1/2" x 2 1/2" Strips
 12,500* 4 1/2" x 2 1/2" Strips
 15,000* 4 1/2" x 3 1/2" Strips
 12,500* 4 1/2" x 2 1/2" Strips
 3,500* 5 1/2" No. 1 Common, 10" up
 21,200* 5 1/2" No. 1 Common
 49,500* 6 1/4" No. 1 Common, 10" up
 26,000* 8 1/4" No. 1 Common
 26,000* 10 1/4" No. 1 Common
 68,000* 4 1/2" x 16 1/4" No. 2 Common

DUDLEY LUMBER Co., Inc.

QUARTERED RED GUM
 Common and Better, 4/4"
 Common and Better, 5/4"
 Common and Better, 6/4"
 Common and Better, 8/4"
 Common and Better, 10/4"
PLAIN RED GUM
 Common and Better, 4/4"
 Common and Better, 5/4"
 Common and Better, 6/4"
 Common and Better, 8/4"
QUARTERED UNSELECTED GUM
 Common and Better, 8/4"
 Common and Better, 10/4"
 Common and Better, 12/4"
PLAIN SAP GUM
 Common and Better, 4/4"
 Common and Better, 5/4"
 Common and Better, 6/4"

No. 2 Common, 4/4"
 No. 2 Common, 6/4"
 No. 2 Common, 8/4"
QUARTERED WHITE OAK
 Common and Better, 4/4"
QUARTERED RED OAK
 No. 1 Common, 6/4"
PLAIN OAK
 Common and Better, 4/4"
 Common and Better, 5/4"
 Common and Better, 6/4"
 No. 2 Common, 8/4"
ELM
 Log Run, 6/4"
 Log Run, 8/4"
 Log Run, 12/4"
ASH
 No. 1 Common, 6/4"
 No. 1 Common, 8/4"
 Common and Better, 8/4"

The Kraetzer-Cured Lumber Co.

PLAIN RED OAK
 118,400* 5/4" FAS
 20,750* 6/4" FAS
 62,500* 8/4" FAS
 25,200* 10 1/4" Com. & Btr.
 201,700* 12 1/4" Com. & Btr.
 172,420* 8/4" No. 1 Com.
 15,520* 5/4" No. 1 Com.
 204,100* 6/4" No. 1 Com.
 12,100* 8/4" No. 1 Com.
 16,220* 8/4" FAS
 32,550* 10 1/4" Com. & Btr.
 395,100* 12 1/4" Com. & Btr.
 15,870* 10 1/4" Com. & Btr.
 203,250* 6/4" No. 1 Com.
 14,270* 8/4" No. 1 Com.
PLAIN WHITE OAK
 14,650* 10 1/4" Com. & Btr.
 59,040* 12 1/4" Com. & Btr.
 101,220* 8/4" No. 1 Com.
QUARTERED WHITE OAK
 8,800* 5/4" FAS 7" up wide
 82,500* 6/4" FAS
 25,880* 8/4" FAS
PLAIN RED GUM
 68,420* 4/4" FAS
 42,650* 5/4" FAS
 30,195* 6/4" FAS
 290,600* 8/4" No. 1 Com.
 247,240* 6/4" No. 1 Com.
 106,710* 8/4" No. 1 Com.
QUARTERED RED GUM
 93,220* 4/4" FAS
 389,120* 5/4" FAS
 41,220* 6/4" No. 1 Com.
 203,250* 8/4" No. 1 Com.
 165,870* 8/4" No. 1 Com.
PLAIN SAP GUM
 107,800* 10 1/4" FAS 8" up wide
 132,900* 5/4" FAS
 285,300* 8/4" No. 1 Com.

GAYOSO LUMBER CO. BLAINE, MISS. BANDMILLS MEMPHIS, TENN.

R. J. DARNELL, Inc.

Send in your order now for

SAP GUM
 16,000* 5/8" No. 1 Com. & Btr.
 18,000* 4 1/4" 1s & 2s
 28,000* 4 1/4" No. 1 Com.
 45,000* 4 1/4" No. 2 Com.
 14,000* 4 1/4" No. 4 Com.
 53,500* 5 1/4" 12" & up, 1s & 2s
 245,000* 6 1/4" Com. & Btr.
 23,000* 5/4" No. 2 Com.
 16,000* 4 1/4" 8 to 12 Box Boards
 8,500* 4 1/4", 18" & up, Panel

RED GUM
 25,000* 4 1/4" 1s & 2s, Plain
 89,000* 4 1/4" No. 1 Com. Plain
 12,000* 4 1/4" 1s & 2s, Flat
 112,000* 4 1/4" No. 1 Com. Qtd.
 60,000* 4 1/4" 1s & 2s, Qtd. Pkg
 25,000* 4 1/4" No. 1 Com. Qtd. Pkg
 22,000* 5/4" 1s & 2s, Plain
 84,000* 5/4" No. 1 Com. Plain

22,500* 5/4" 1s & 2s, Qtd.
 85,000* 5/4" 1s & 2s, Plain
 4,600* 6/4" 1s & 2s, Plain
 36,000* 6/4" No. 1 Com. Plain
 41,500* 8/4" No. 1 Com. Qtd.
 29,700* 8/4" Qtd., may no defect
 14,300* 8/4" No. 2 Com. Plain
 21,300* 8/4" No. 1 Com. Plain
 203,000* 8/4" No. 12 Box Boards
 104,000* 8/4" No. 1 Com. Qtd.
 33,000* 12 1/4" Qtd.

35,000* 4 1/4" 1s & 2s, Plain Red
 50,000* 4 1/4" 1s & 2s, Plain, Sound
 Worms
 50,000* 5/4" 1s & 2s, Plain Red
 25,000* 6/4" Step Plank
 12,000* 5/4" No. 1 Com. Plain Red

The Mossman Lumber Co.

SAP GUM
 150,000* B. R., 13/4", 13/17", 10/16", 4-10 1/2" wide
 175,000* FAS 4/4", 13/17", 10/16", 6 M
 200,000* FAS 4/4", 6/12", 10/16", 6 M
 500,000* No. 1 C. 4/4", Reg. Width, 6 M
 390,000* No. 2 C. 4/4", Reg. Width, 6 M
 250,000* No. 1 & 2 C. 5/4", Reg. Width & Length, 6 M
GUM SAP GUM
 150,000* No. 1 C. & B. 8/4", 12 M
PLAIN RED GUM
 Regular Width & Length
 150,000* No. 1 C. 5/8", 4 M
 75,000* FAS 4/4", 6 M
 30,000* No. 1 C. & B. 8/4", 8 M

RED GUM
 150,000* 4 1/4" B. R. 3 M
 75,000* FAS 4/4", 8 M
 75,000* No. 1 C. & B. 5/4", 8 M
 75,000* No. 1 C. & B. 8/4", 12 M
PLAIN RED OAK
 Regular Width & Length
 20,000* No. 1 C. 5/8", 4 M
 60,000* No. 1 C. 4/4", 6 M
 75,000* No. 1 C. 1/4", 6 M
 20,000* FAS 5/4", 6 M
 75,000* No. 1 C. 5/4", 6 M
 75,000* No. 1 C. & B. 6/4", 6 M
 15,000* No. 1 C. & B. 8/4", 6 M
PLAIN WHITE OAK
 Regular Width & Length
 75,000* No. 1 C. & B. 8/4", 8 M
ELM
 Regular Width & Length
 75,000* No. 1 C. & B. 12 1/2", 1 C.

J. W. WHEELER & CO.

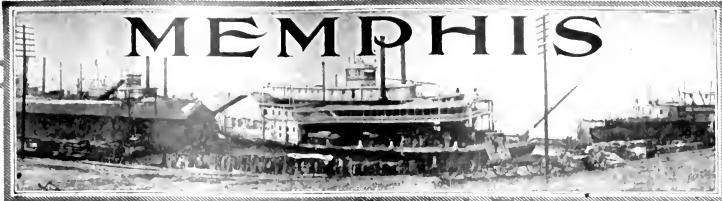
All Stock Regular Width and Length and Dry

QUARTERED WHITE OAK
 12,000* 4 1/4" Clear Strips, 4-4 1/2"
 12,000* 4 1/4" No. 1 Com. Strips,
 4-10 1/2" wide
PLAIN WHITE OAK
 15,000* 4 1/4" FAS
 25,000* 5/4" No. 1 Com.
 12,000* 5/4" FAS
 20,000* 6 1/4" Com. & Btr.
 20,000* 12 1/4" Com. & Btr.
PLAIN RED OAK
 20,000* 4 1/4" FAS
 25,000* 5/4" FAS
 25,000* 6 1/4" Com. & Btr.
 17,000* 10 1/4" Com. & Btr.

PLAIN RED GUM
 12,000* 5/4" FAS
 12,000* 5/4" No. 1 Com.
SAP GUM
 29,000* 4 1/4" B. R. 8-12" wide
 15,000* 5/4" B. R. 13-18" wide
 25,000* 5/4" No. 1 Com.
 20,000* 5/4" No. 1 Com.
 20,000* 6/4" No. 1 Com.
 15,000* 6/4" No. 1 Com.
 185,000* 4 1/4" Ash
 44,000* 4 1/4" to 8 1/4" Log Run
 60,000* Mixed Oak and White Oak
 Crossing Plank, 3" thick.

PENROD-JURDEN & McCOWEN, Inc.

MEMPHIS



SAP GUM
 150,000' 1a & 2a 5/4"
 200,000' No 1 Com 5/4"
 150,000' No 1 Com A B 1 1/4"

RFD GUM
 100,000' 1a & 2a 5/4"
 200,000' No 1 Com 5/4"
 50,000' 1a & 2a 8/4"
 50,000' No 1 Com 8/4"

WILLOW
 100,000' 1a & 2a 4/4"
 50,000' No 1 Com 5/4"

ASH
 100,000' No 1 Com 4/4"
 15,000' 1a & 2a 2 1/2" A up
 10,000' 1a & 2a 2 1/2" A up
 80,000' 1a & 2a 2 1/4"

Dry
 200,000' No 1 Com 5/4"
 50,000' PLAIN RED OAK
 50,000' PLAIN OAK
 40,000' No 1 C, & B 16/4" green
 COTTONWOOD
 100,000' No 1 Com 5/4"
 100,000' 1a & 2a 4/4"
 100,000' No 1 Com 6/4"
 30,000' Box 30s 11a" to 12"
 CTRUSS
 40,000' 1a & 2a 3/4"
 100,000' No 1 Shop 5/4"
 100,000' No 1 Shop 4/4"
 50,000' Select 5/4"
 50,000' Select 4/4"

QUARTERED WHITE OAK
 200,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
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WILLOW
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E. SONDHEIMER CO.

QUARTERED WHITE OAK
 200,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
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PLAIN WHITE OAK
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 100,000' No 1 Com 5/4"

PLAIN OAK MIXED
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
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QUARTERED RED OAK
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 100,000' No 1 Com 5/4"

Little Rock Freight Rates
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"

BROWN & HACKNEY, Inc.

SAP GUM
 100,000' 4" Berberly 7 to 12" white
 15,000' 4" FAS. 13 to 17" white
 25,000' 4" No 1 Com. 12 to 15"
 100,000' 4" Berberly Lengths
 150,000' 4" No 1 Com.
 100,000' 4" No 1 & 2 & 3 Com.
 50,000' 4" FAS.
 25,000' 5/4" No 1 Com.
 100,000' 6" FAS.
 100,000' 8" No 1 Com. & B
 100,000' 8" No 2 & 3 Com.

SELECTED RED GUM
 75,000' 4" FAS.
 100,000' 4" No 1 Com.
 20,000' 5" FAS.
 100,000' 5" No 1 Com.
 50,000' 6" FAS.
 125,000' 6" No 1 Com.
 100,000' 8" No 1 Com.

QUARTERED RED GUM
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.

FIGURED RED GUM
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.

QUARTERED PLAIN RED OAK
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.

PLAIN WHITE OAK
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
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 100,000' No 1 Com.
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PLAIN RED OAK
 100,000' No 1 Com.
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 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.
 100,000' No 1 Com.

GEO. C. BROWN & CO.

Regular Widths and Lengths

DOUBLAR
 12,000' Box Boards 17' x 6"
 11,000' Box Boards 14' x 6"
 10,000' No 4 Com. 14"
 10,000' No 4 Com. 12"
 10,000' No 4 Com. 10"

PLAIN OAK
 15,000' No 1 Com. 12"
 15,000' No 1 Com. 10"
 15,000' No 1 Com. 8"
 15,000' No 1 Com. 7"
 15,000' No 1 Com. 6"
 15,000' No 1 Com. 5"
 15,000' No 1 Com. 4"

QUARTERED WHITE OAK
 15,000' No 1 Com. 12"
 15,000' No 1 Com. 10"
 15,000' No 1 Com. 8"
 15,000' No 1 Com. 7"
 15,000' No 1 Com. 6"
 15,000' No 1 Com. 5"
 15,000' No 1 Com. 4"

QUARTERED RED OAK
 15,000' No 1 Com. 12"
 15,000' No 1 Com. 10"
 15,000' No 1 Com. 8"
 15,000' No 1 Com. 7"
 15,000' No 1 Com. 6"
 15,000' No 1 Com. 5"
 15,000' No 1 Com. 4"

PLAIN WHITE OAK
 15,000' No 1 Com. 12"
 15,000' No 1 Com. 10"
 15,000' No 1 Com. 8"
 15,000' No 1 Com. 7"
 15,000' No 1 Com. 6"
 15,000' No 1 Com. 5"
 15,000' No 1 Com. 4"

PLAIN RED OAK
 15,000' No 1 Com. 12"
 15,000' No 1 Com. 10"
 15,000' No 1 Com. 8"
 15,000' No 1 Com. 7"
 15,000' No 1 Com. 6"
 15,000' No 1 Com. 5"
 15,000' No 1 Com. 4"

Goodlander-Robertson Lumber Co.

Russe & Burgess, Inc.

QUARTERED RED GUM
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"

PLAIN RED GUM
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"

PLAIN SAP GUM
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"
 100,000' No 1 Com 5/4"

BELLGRADE LUMBER CO.

ELM
 50,000' L. B. 6/4
 15,000' L. B. 8/4
 20,000' L. B. 10/4
 40,000' L. B. 12/4

QUED RED GUM
 18,000' FAS. 6/4
 30,000' FAS. 8/4
 20,000' No 1 Com. 6/4
 50,000' No 1 Com. 6/4
 30,000' FAS. 4/4
 8,000' FAS. 5/4
 18,000' FAS. 6/4
 85,000' No 1 Com. 4/4
 40,000' No 1 Com. 5/4
 30,000' FAS. 8/4
 50,000' FAS. 6/4
 95,000' No 1 Com. 3/4
 90,000' No 1 Com. 4/4
 75,000' No 2 Com. 4/4

QUED WHITE OAK
 25,000' FAS. 4/4
 12,000' FAS. 5/4
 18,000' FAS. 6/4
 40,000' No 1 Com. 4/4
 15,000' No 1 Com. 5/4
 15,000' No 1 Com. 6/4
 10,000' FAS. 8/4
 12,000' No 2 Com. 5/4

PLAIN WHITE OAK
 6,000' No 1 Com. 8/4
 15,000' FAS. 1/4
 20,000' No 1 Com. 4/4
 20,000' No 2 Com. 4/4
 20,000' No 1 Com. 5/4
 14,000' No 2 Com. 5/4

J. H. BONNER & SONS

Regular lengths and widths

QUARTERED WHITE OAK
 No 1 Com & Ret. 4, 4, 8 nos. dry
PLAIN WHITE OAK
 No 1 Com 4, 4, 8 nos. dry
PLAIN RED OAK
 No 1 Com 4, 4, 8 nos. dry

Crenshaw-Gary Lumber Co.

MEMPHIS



Paepcke Leicht Lumber Co.

SPECIALTIES:
Cottonwood,
Red and Sap Gum,
Red and White Oak,
Cypress, Elm.

Manufacturers
**Southern
Hardwoods**

BAND MILLS:
Helena, Ark.
Blytheville, Ark.
Greenville, Miss.
Cairo, Ill.

General Offices

CONWAY BUILDING

CHICAGO, ILL.

QUARTERED WHITE OAK 13,200' 12 1/2" to 5 1/2", Clear Strips, Bright Sap No Defect	47,500' 6 1/2" FAS 25,000' 6 1/2" No. 1 Com. 12,500' 8 1/2" FAS 23,900' 8 1/2" No. 1 Com.
PLAIN WHITE OAK 26,000' 4 1/2" FAS 4,500' 12 1/2" to 5 1/2", Clear Strips 53,700' 4 1/2" No. 1 Com. 32,700' 6 1/2" FAS 20,000' 6 1/2" No. 1 Com. 23,800' 8 1/2" FAS 8,000' 8 1/2" No. 1 Com.	8,300' 6 1/2" FAS 20,500' 6 1/2" Select 35,000' 8 1/2" Shop 9,500' 8 1/2" No. 1 Com.
PLAIN RED OAK 123,500' 4 1/2" FAS 22,800' 4 1/2" FAS, 10" & wider 20,000' 4 1/2" Select 108,000' 4 1/2" No. 1 Com.	14,000' 8 1/2" No. 2 Com. & Btr. MAPLE 15,000' 4 1/2" No. 2 Com. & Btr. 10,000' 6 1/2" No. 2 Com. & Btr. 54,000' 16 1/4" No. 2 Com. & Btr.

F. T. DOOLEY LUMBER CO.

SAP GUM 96,300' 3/4" No. 1 Com. 41,210' 3/4" 1s & 2s, all 12" 95,311' 4/4" 1s & 2s, all 12" 41,500' 4/4" No. 1 Com. 58,551' 4/4" No. 2 Com. 102,000' 5/4" No. 1 Com. 117,175' 5/4" No. 2 Com. 15,250' 6 1/4" 1s & 2s 23,100' 6 1/4" No. 1 Com. 20,901' 6 1/4" No. 2 Com. 73,100' 13-17" Box Boards 91,230' 8 1/2" Box Boards 61,932' 18" and Wider Panel	67,450' 5/4" 1s & 2s 45,500' 5/4" No. 1 Com. 31,780' 6 1/4" 1s & 2s 35,800' 6 1/4" No. 1 Com. 37,920' 8 1/4" 1s & 2s 20,940' 8 1/4" No. 1 Com.
QUARTERED BLACK GUM 194,855' 4 1/4" No. 1 Com. & Btr. 45,519' 5 1/4" No. 1 Com. & Btr. 18,250' 6 1/4" No. 1 Com. & Btr. 48,918' 8 1/4" No. 1 Com. & Btr.	15,000' 5 1/2" Log Run 16,500' 6 1/2" No. 1 Com. & Btr. 1,008' 10 1/4" No. 1 Com. & Btr. 13,550' 10 1/4" No. 1 C. & Btr. 4,580' 4 1/4" No. 2 Com.
PLAIN RED GUM 23,493' 4 1/2" 1s & 2s, all 12" 83,464' 4 1/2" No. 1 Com.	

H. W. Darby Hardwood Lumber Co.

KILN DRIED COMMON OAK

For immediate orders we are prepared to quote attractive prices on 1" No. 1 Com. and No. 2 Com. Plain Oak.

Rates and full information furnished on inquiry

JAMES E. STARK & CO., Inc.

WHITE ASH 2 cars 3 1/2" Nos. 1 & 2, 6 to 10" 2 cars 7 1/2" Nos. 1 & 2, 6 to 10" 2 cars 8 1/2" Nos. 1 & 2, 6 to 10" 1 car 8 1/2" FAS, 12" up 1 car 16 1/2" FAS, 12" up 1 car 16 1/2" FAS, 12" up 1 car 16 1/2" FAS, 12" up 1 car 8 1/2" FAS, 12" up	1 car 6 1/2" up 1 car 8 1/2" up BEECH 3 cars 4 1/2" up 1 car 5 1/2" up 1 car 6 1/2" up 1 car 10 1/2" up 2 cars 12 1/2" up
1 FARE HEAR STRIPS 1 car 4 1/2" to 5 1/2" 2 cars 5 1/2" to 5 5/8" 8" UP AND 1 COMMON ASH 1 car 3 1/2" up	AEROPLANE ASH 1 to 2 cars, 1/4 to 10". Write us for description! SOFT ELM 8,000' 8 1/2" No. 2 Com. & Btr. 5,000' 10 1/2" No. 2 Com. & Btr.

Thompson-Katz Lumber Co.

QUARTERED WHITE OAK 9,500' 4 1/2" FAS, regular widths & lengths 14,000' 4 1/2" Select, regular widths & lengths 20,000' 4 1/2" No. 1 Com., regular widths & lengths	20,000' 4 1/2" FAS, 12" & up wide, regular widths
PLAIN WHITE OAK 13,000' 5 1/2" No. 1 Com. & Btr., regular widths & lengths 12,000' Sraut 4 1/2" No. 1 Com. & Btr., regular widths & lengths 75,000' 4 1/2" No. 1 Com. & Btr., regular widths & lengths 23,000' 4 1/2" No. 1 Com. & Btr., regular widths & lengths 60,000' 4 1/2" Boxed, 13" to 17" wide, regular lengths 20,000' 4 1/2" Boxed, 9" to 10" wide, regular lengths	15,000' 4 1/2" No. 1 Com. & Btr., regular widths & lengths 15,000' 12 1/2" No. 1 Com. & Btr., reg. widths & lengths, 8 mos. dry 5,000' 10 1/2" No. 1 Com. & Btr., reg. widths & lengths, 6 mos. dry 67,000' 12 1/2" No. 1 Com. & Btr., reg. widths & lengths, 6 mos. dry 80,000' 10 1/2" No. 1 Com. & Btr., reg. widths & lengths, 2 mos. dry 20,000' 12 1/2" No. 1 Com. & Btr., reg. widths & length 2 mos. dry

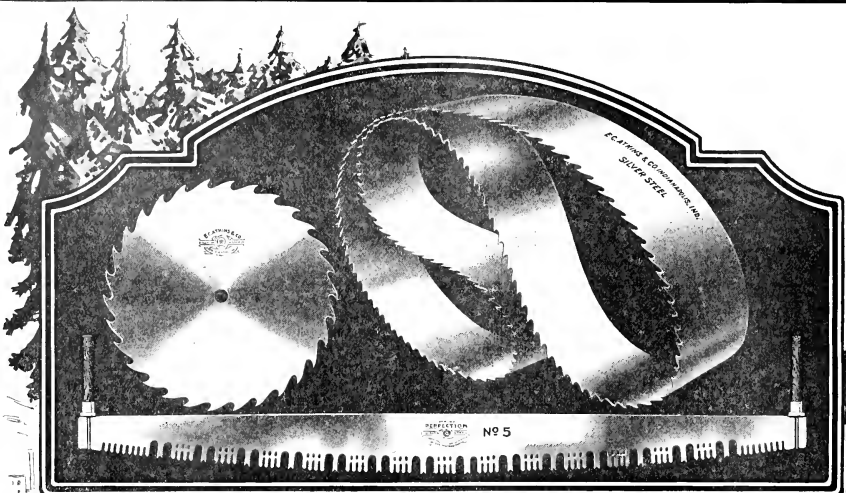
Ferguson & Palmer Co.

Regular Widths and Lengths 17,000' L. E. 8 1/4" 22,000' FAS, 6 1/4" 125,000' Panel, 4 1/4", 18" & up wide	BEECH 50,000' Select, 4 1/2" 24,000' Pecky, 5 1/4" 50,000' L. C. ELM 80,000' QTD. SAP GUM 150,000' No. 1 Com., 4 1/4" 20,000' No. 1 Com., 5 1/4" 50,000' FAS, 5 1/4" 80,000' Panel, 4 1/4", 18" & up wide 150,000' QTD. RED GUM 100,000' QTD. SAP GUM 80,000' No. 1 C. & Btr., 4 1/4"	SOFT MAPLE QTD. WHITE OAK 15,000' FAS, 4 1/4" 30,000' FAS, 5 1/4" & 6 1/4" 25,000' No. 1 Com., 4 1/4" 30,000' FAS, WHITE OAK 30,000' FAS, 4 1/4" 15,000' FAS, WHITE OAK 80,000' No. 1 C. & Btr., 6 1/4" 75,000' FAS, RED OAK 100,000' FAS, 6 1/4" 100,000' No. 2 Com., 6 1/4" 100,000' No. 2 Com., 4 1/4" 55,000' FAS, 6 1/4", 18" & up wide 17,000' No. 1 C. & Btr., 6 1/4" 16,000' FAS, 6 1/4", all 12" 100,000' No. 1 C. & Btr., 6 1/4" 22,000' FAS, 12 1/4"
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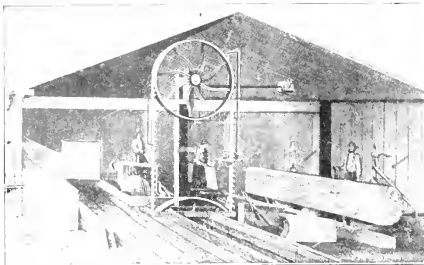
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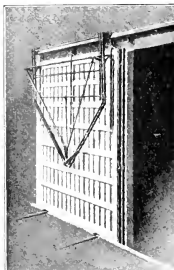
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Hardwood Record

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Review and Outlook



General Market Conditions

THE PAST COUPLE OF WEEKS have been marked by a tendency to draw in following a contrary one having to cover before the twenty five per cent increase in freight rates went into effect. Naturally every last foot of lumber that could be gotten out was shipped through on the 15th and the result was, of course, a considerable boom in orders as well as shipments. The slackening off does not necessarily indicate that the buying trade is over-stocked but rather that it has enough lumber on hand now to take care of its immediate needs and, having bought as heavily as possible, there necessarily is going to be more or less curtailment in the immediate future. However, it is not likely that enough lumber was bought or shipped to interfere with conditions for very long ahead.

There is very little use in trying to fabricate a story of radical changes in the hardwood business for the past couple of weeks, for the situation remains about stationary, the main feature being as above noted. There seems to be quite a tendency, in fact, for buyers to emphasize the amount of lumber they have on hand, this holding especially among the buyers for the big vehicle interests. However, the true state of affairs is reflected better in the tone of selling and in the lumberman's stock sheets, and from the buying end.

The hardwood lumberman seems to have an increasing confidence in the value of his product and indeed he would be foolish were he to let his idea of value go backward for he certainly is going to have to stand the gaff of increased cost and difficulty of getting out anything like an adequate supply.

The lumberman's chief concern seems to be not so much in keeping a full force going as to keep enough workmen on hand to make the running of the mill practicable at all. This holds all over and is successfully operating to keep stock sheets worked down to the very bone.

Everything is moving readily and at good prices, and what few items are breaking at all merely have a tendency to slow up. This slackness is not being noted in any big way as the bulk of stock is moving so rapidly and at such strong prices that there is no possibility of any general slump.

Decline in Lumber Production

ACCORDING TO STATISTICS RECENTLY MADE PUBLIC by the government, the production of lumber in the United States in 1917 was nearly seven billion feet below the average annual production during the preceding ten years, that is, from

1907 to 1916, both years inclusive. The cut last year is given at 35,811,229,000 feet. The average for the ten preceding years was 42,730,000,000 feet, the difference being, in round numbers, 6,900,000,000 feet between last year's production and the average.

The falling off is important, though it is reasonable to hold the war responsible for the most of it. Yet, this decline in total lumber production is not the only showing made by a comparison of figures. The falling off in the use of lumber by the civil population is still more remarkable than in the decline in the total cut, and it would be serious were it not for the fact that the war may, with almost absolute certainty, be held responsible for the decline in the use of lumber by the civilian population.

The quantity of lumber employed last year for war purposes in this country is not yet a matter of public record, but if the estimate is placed at 3,000,000,000 feet it will be accepted as conservative. Taking it at that, it follows that only about 32,800,000,000 feet of lumber were used in ordinary business in the United States last year. That is nearly ten billion feet below the ten years' average; for, during those ten years, the whole production of lumber was used by the civilian population.

The conclusion is worthy of thought. The war has reduced by ten billion feet a year the quantity of lumber employed in civil life for manufacturing and building in this country. Yet, the lumber industry is not depressed, for the reason that the government is a large purchaser, and prices have so advanced as to make up to the sawmill men what otherwise would be a serious loss.

The decline in the use of lumber in business is pretty general, yet it is not uniform among all the wood-using industries. The largest falling off has been in building. No figures for last year are available to show just how large the decline was in building operations; but in ordinary years the quantity of lumber used for planing mill products, sash, doors, blinds, and general mill work totals about 13,500,000,000 feet, or nearly one-third of the whole output of lumber in this country. If to this is added the amount of rough lumber going into buildings, one-half of the whole production of lumber will be accounted for by building operations.

Construction was slack last year and probably most of the ten billion feet decline was due to dullness in building. The reason why the loss was not severely felt was that the government carried out great building projects for war purposes, and where sales to private parties fell off, increased purchases by the government kept the mills going. However, there was an actual decrease in lumber cut amounting to nearly seven billion feet, compared with the average for the ten preceding years, or half that much, compared with the cut of 1916 which was also a war year.

Walnut Timber for the Future

AS FAR AS THE FUTURE CAN BE JUDGED by present conditions, the planting of black walnut in this country will be profitable. The war will make a pretty general cleanup of our walnut timber. It will not take all of it, but it will not leave much. The wood will be in demand in the future. Another great war calling for gunstocks may not come again, though there is no reason to hope for such good fortune; but walnut will always be in demand at good prices for furniture, finish, fixtures, and airplane propellers, and in the future those who have walnut can sell it.

The country will not again be stocked with walnut trees unless they are purposely planted. The natural method has been for squirrels to plant the walnuts. That can never happen again on a large scale; seed trees will be too scarce and squirrels too few.

Forestry methods must be put in practice and walnut must be systematically planted, or the country will be practically without walnut lumber a hundred years from now. It takes the best part of a century to produce a good walnut tree, suitable for lumber. It is much longer in coming into market than hickory, because the valuable part of the walnut tree is the slowly-formed heartwood, and hickory's best part is the rapidly-formed sawwood.

A hundred years is a long time to wait, but the planter of walnut trees need not wait till they are large enough to cut. The plantation is salable, and its money value increases from year to year. A few farmers have woodlots of planted black walnut, but there should be many more. Creosote walnut (commonly called English walnut) has been more extensively planted in this country than black walnut. California alone has more than a million growing Creosote walnut trees, planted for their nuts. They will be large enough for lumber in a century or so. The Creosote walnut of commerce comes mostly from old planted orchards in Turkey. It is not yet known whether the same tree planted in America will produce high-grade wood; but there is no doubt about black walnut. Therefore, it would seem to be the part of wisdom for those who contemplate planting walnut for the wood it will produce, to plant black walnut. It will do well on steep and stony land, not fit for the plow. Waste corners of farms may bring on a crop of walnut trees which will add to the farm's selling value every year, and they may finally become the most valuable part of the farm. No doubt should be entertained as to the future market. It is a long look ahead, but it is usually the long look that pays best.

Concerning Insurance Service

THE DESTRUCTION OF A SAWMILL means far more today than it did two years ago. Before present congestion in everything, a mill could be replaced without undue inconvenience or delay. As it is now the burning of a mill means more than ten porary loss of shipments or loss of a few thousand dollars not covered by insurance. There is no telling when it can be replaced, and therefore it behooves everybody to see that his plant is fully protected not merely with a policy, but with fire prevention methods and devices.

To this end the insurance engineer, the man who has made a scientific study of fire hazards and who knows just exactly what insurance problems are, is a valuable help. The insurance company which offers the service of such highly trained specialists should have the careful consideration of anyone contemplating placing more insurance.

The efficiency engineer has done wonders for American industrial institutions in eliminating waste and speeding up production with decreasing cost. The insurance engineer is just as highly a specialist in his training as is the efficiency engineer, and his counsel is equally deserving of adoption.

Protect your plant not simply by employing a watchman, but by making it as unlikely as possible that fire may start or, if once started, spread. An insurance engineer can best tell you how to accomplish this end.

Incidentally, it seems to be a habit with most lumber operators to put on as night watchmen superannuated individuals who are

not considered good enough for any other job. It would be far more sensible to put this class of men on during the daytime when the hazard is not so great, employing a thoroughly reliable and energetic man for night duty. If you have a man on your pay roll as night watchman who holds that position merely because he needs a job and because you feel a moral obligation to take care of him, you could far better afford to pay him the same money for less weighty responsibility and engage somebody as night watchman who is alert and young and active enough to really meet the obligation.

Dimension or Plank?

SEEMINGLY THE PRODUCERS OF VEHICLE STOCK and the wagon makers with war contracts have at last reached a common ground and obtained a state of mind which enables each group to understand the other. Having reached that position it is up to both elements to determine just where the lumber manufacturers and the vehicle people are kept apart on the question of producing dimension rather than planks for wagon manufacture.

Inevitably the production of hardwood lumber must drift to a much greater extent than at present into the production of dimensions for specific purposes. This situation though cannot be forced as the vehicle people have seemed to feel in the past, but must come about through a fair working out of the problems that now stand in the way. In other words, when the lumber manufacturers are satisfied that they can manufacture dimension stock profitably, there will be dimension stock on the market to meet all requirements.

Before that end can be attained the present organization of dimension manufacturers must have fully determined the obstacles that they can overcome themselves. That is, they must know the exact cost of producing this material and judge what they must ask for it in order to sell it with a fair measure of profit. Dimension stock can be bought today in competition with planks, but it is exceedingly doubtful if very many people producing it are doing so with a profit to themselves.

Then when the lumbermen have a clear-cut case to present it is up to the prospective buyers, those who are urging the patriotic necessity of producing dimension stock, to meet with the lumbermen and find out just why they have not been able to fill all of their needs in dimension rather than in planks. It can easily be demonstrated that the way in which the average buyer has figured the value of dimension stock in the past does not take into consideration anything more than the mere amount of wood involved, whereas the man using dimension stock who possibly has bought plank and converted it himself knows it's true value.

The vehicle people have advocated dimension manufacture very strongly and if they really want it they have an excellent opportunity now of thrashing the question out through the committee made up of equal representation from each body, and thus accomplishing in a short time what under ordinary circumstances would take many years.

The Need for Labor-Saving Devices

WITH EFFICIENT LABOR, and in fact any kind of labor so scarce and so high priced, it is almost unbelievable that any opportunity for replacing man power with automatic facilities could be overlooked. It is a matter of fact, though, that few of the southern hardwood operators are now employing one of the most logical and efficient means of labor-saving, that is, the drag saw for cutting up fallen trees into log lengths in the woods. There are already quite a number of efficient types of this machine in the market and their absence in the southern hardwood field indicates a careless oversight which should be remedied.

It is not merely a matter of convenience or investment, but of necessity and patriotic duty to utilize this one method, at least, of increasing output and replacing labor. The automatic drag saw is but one means of reducing manufacturing expense and its comparative cheapness recommends its use by every operator in the hardwood belt.

Use of Oak by Industries and States

Oak is used by shops and by factories in all of the 48 States and forty-eight of the fifty-three foreign countries employ it. However, the bulk of the oaks used in the industries and these are situated in a dozen of the States. The figures provide a subject for study for those who buy and sell oak. Though they apply to all over the country, most of it reaches its buyers in the States and by a limited class of users. The accompanying table presents this information in condensed form. The figures are collected by the United States Forest Service but are published in the detail shown in the following table as prepared by Hiram Wood Keokuk from data procured from the States. This paper has planned to publish similar tables concerning several of the commercial woods, using the same plan at its disposal by the Forest Service. It is believed that this information possesses practical value for those engaged in oak lumber. The present article deals with oak used in 1917; this wood for sale can learn what industries are the largest users, and in what States they are strongest. Buyers can learn who and where their chief competitors are. If an oak lumber manufacturer is dissatisfied with his sales in certain regions or certain industries, the accompanying table will inform him of the quantity being sold in those regions, and what class of users are the buyers. If he is still of the opinion that he is not getting his share of the business, he will be in a position to plan a campaign to increase his sales at weak points.

The annual cut of oak lumber in the United States is about 3,000,000,000 feet, probably a little less in 1917. The twenty States listed in the accompanying table use in factories and shops approximately 1,860,000,000 feet. It thus appears that these twenty States consume 60 per cent of the total production of oak lumber, leaving 10 per cent for the remaining 28 States, which are not represented in the table. The States and industries shown in the table, account for the bulk of the oak, though these are only one-

fourth of the total production. The quantity of oak lumber over than half the total production of oak lumber in the States is represented.

Oak is used in a wide variety of industries, with the various grades and without special treatment, and without designating the particular uses. The accompanying table supplies some. It may be stated, however, that the principal use of oak production, as represented by the figures, is in the following:

State	Feet	State	Feet
West Virginia	291,204,000	North Carolina	125,581,000
Arkansas	224,752,000	South Carolina	87,014,000
Kentucky	222,964,000	Missouri	85,425,000
Tennessee	210,965,000	Mississippi	80,169,000
Virginia	156,592,000		
Ohio	128,502,000	Total	1,859,565,000

These ten States furnish large part of the country's oak lumber. All of them except Mississippi are in the foregoing table of largest users, partly because that State's transportation problem is simplified, because the factories that use the wood are near the forests which produce it.

All oak is either white or red, there being none outside of these classes. It is not possible to determine from available figures how much is white and how much red, but there is no question of there being more of the former than of the latter. The leading commercial white oaks are those designated as the common white oak (*Quercus Alba*); chestnut oak, post oak, overcup or forked leaf white (*Quercus lyrata*), and cow oak. The principal red oaks are northern red oak, Texas red oak, pin oak, scarlet oak, yellow or black oak, and willow oak.

There is a tendency in trade to classify oaks as "southern" and "eastern." That division is not based on botanical grounds, and several of the best oaks grow in both the southern and eastern parts of the country. The region of growth determines whether oak lumber shall be classified as southern or as eastern.

USES OF OAK BY INDUSTRIES AND STATES—FEET PER YEAR

	Agricultural										Musical			
	Furniture	Millwork	Railroad Cars	Vehicles	Impts.	Office	Boxes	Boats	Refrigerators	Instruments	Sewing Machines	Picture Molding		
Illinois	61,731,666	24,745,000	20,197,000	11,155,000	28,163,000	470,500	550,000	559,000	202,000	4,059,550	4,925,000	10,210,000		
New York	55,427,900	35,410,000	24,900,100	7,720,950	2,194,500	6,368,500	300,500	7,593,500	5,241,000	5,649,500		3,271,000		
Pennsylvania	31,450,750	19,896,771	11,393,363	11,811,450	3,295,700	4,228,060	7,729,877	6,205,400	565,300	190,000		119,000		
Ohio	26,615,941	11,553,379	21,884,292	21,880,160	11,184,700	5,482,305	6,199,915	1,292,000	1,714,056	425,000		547,325		
Indiana	22,115,500	21,066,969	12,741,162	37,247,322	4,427,650	1,343,500	6,442,750	752,000	1,104,656	284,100	10,976,250	300,000		
N. Carolina	132,993,000	1,188,000		4,285,000		872,000				1,650,000	500,000			
Tennessee	37,188,000	61,280,925	2,892,662	11,251,800	1,850,000	590,000								
Arkansas	11,419,000	28,781,000	6,250,000	1,084,000		17,500,000								
Kentucky	9,613,600	29,474,000	9,579,000	12,172,500	5,800,000	4,777,500	5,520,000		120,000	5,165,000				
W. Virginia	5,711,950	19,329,752	8,962,000	1,174,000		350	1,987,000	398,000						
Michigan	39,525,291	23,616,323	3,141,544	4,831,616	790,180	7,199,212	698,000	1,285,500	3,281,600	596,000		585,166		
Wisconsin	22,571,000	11,392,000		14,510,000	1,285,000	2,643,000			847,000	285,000		49,000		
Virginia	12,813,100	15,870,000	10,410,529	7,572,200	1,901,000	1,387,000	360,000		1,095,679					
Missouri	8,116,000	9,076,700	9,067,962	14,907,377	410,500	2,619,000	681,980					67,000		
Maryland	11,643,500	8,136,000		756,000		400,000			1,856,500			45,000		
Minnesota	3,294,510	8,609,246	1,186,562	2,208,000		683,000	3,483,788		54,000	1,675,000		24,000		
Massachusetts	16,722,500	661,378	1,476,000	2,822,500		379,000	271,000	281,600	285,000	995,600				
Georgia	9,311,190	1,185,000	1,984,176	1,398,000	1,583,000	688,000	790,000		295,000					
Alabama	4,607,000	4,931,000	5,276,200	2,315,000	60,000	500,000			100,000	223,000				
Iowa	3,716,200	6,585,959	1,860,800	2,165,000	1,755,000	1,387,500	172,000		100,000	955,000		22,000		

Production of Lumber in 1917

A total computed lumber cut for the United States in 1917 of 35,831,230,000 feet is announced by the Forest Service. This figure is based on reports received up to May 15, from 16,498 sawmills out of the 24,815 believed to have operated last year. It is estimated that the actual cut in 1917, on the basis of compiled fig-

ures, was approximately 10 per cent less than the production in 1916.

The falling off in lumber production during the past year is attributed principally to largely decreased private building operations, the scarcity of labor in connection with small operations,

transportation, the curtailment of demand on the part of wood-using industries, and a more or less general dislocation of lumber distribution through ordinary channels of trade. A considerable portion of the total quantity produced was utilized in meeting the exceptional demands for government construction and other war emergency projects, including ship material.

The state of Washington was again the largest producer, with a lumber cut of 4,570,000,000 feet; Louisiana was second with 1,210,000,000 feet, and Oregon third with 2,585,000,000 feet, crowding into the fourth position Mississippi with a cut of 2,425,000,000 feet.

Southern yellow pine, with a total of 13,339,464,000 feet, forms 37.7 per cent of the total cut. Douglas fir, its nearest competitor, is credited with 5,385,000,000 feet. White oak and white pine are each credited with 2,250,000,000 feet.

The number of mills in operation reporting in 1917 was smaller than for the two preceding years.

A comparison of the computed cut for 1917 with the total cut of the previous year in the larger producing regions shows a de-

crease of about 10 per cent in the southern yellow pine group of states, a decrease of 23 per cent in the North Carolina pine group, and a decrease of 11 per cent in the Lake States. On the other hand there was an increase in production of 3 per cent in Oregon and Washington.

In the following tabulation is shown the computed cut by species.

Kind of Wood	M ft. b. m.	Kind of Wood	M ft. b. m.
Yellow pine	13,339,464	Cedar	265,000
Douglas fir	5,385,000	Tupelo	265,000
White pine	2,250,000	White fir	198,200
Oak	2,250,000	Elm	295,000
Hemlock	2,200,000	Basswood	203,000
Western pine	1,960,000	Cottonwood	190,000
Spruce	1,125,000	Ash	175,000
Cypress	950,000	Sugar pine	132,600
Maple	860,000	Hickory	95,000
Gum (red and sap)	788,000	Balsam fir	90,000
Redwood	487,458	Walnut	62,000
Birch	415,000	Sycamore	32,000
Chestnut	415,000	Lodgepole pine	11,400
Larch (or tamarack)	380,000	All other	56,117
Yellow poplar	350,000		
Beech	296,000	Total	35,831,239



Log Movement Slows Up



The movement of logs over the two principal roads handling timber into this and other centers in the lower Mississippi valley during June proved measurably smaller than during either May or April, according to figures issued here by the Valley Log Loading Company. These show that the total loading of this firm for June was 1,147 cars compared with 1,468 in May and 1,646 in April, distributed as follows: Yazoo & Mississippi Valley, 922 against 1,194 and 1,410; Missouri Pacific system, 225 against 274 and 236. The total loading in March, when railroad congestion was at its height, was heavier than during June, at 1,189 cars.

J. W. Dickson, president of the Valley Log Loading Company, says that he and a number of prominent millmen of Memphis and the valley territory called on J. F. Porterfield, general superintendent of transportation for the Illinois Central System, while in Chicago recently and that this official admitted that 250 flat cars had been diverted into other service than the handling of logs. Mr. Dickson added, however, that Mr. Porterfield has promised to reinstate at least 200 of these cars and the former believes that loading during July will prove somewhat heavier on the Yazoo & Mississippi Valley.

The quantity of logs awaiting loading on the two lines in question—and these are indicative of the position of the other less important lines—is considerably below normal for this time of the year, according to Mr. Dickson, who is in position to keep close "tab" on what is offered the railroads in the way of timber. Practically all owners of timber lands who are developing their holdings complain of shortage of labor for work in the woods, with resultant slowness in cutting and hauling timber to the rights of way of the railroads. Loggers generally are in the same position and those in closest touch with conditions are confident that it is going to be quite difficult to get out enough timber for the mills and that the trade are almost inevitably confronted with material decrease in hardwood lumber manufacture in the southern field.

The slowness of log movement is having its effect here and elsewhere in the valley territory which is seen in reduced operating hours at the mills or in intermittent operations on the part of the latter. Shortage of labor is adversely affecting production at the plants where there is plenty of timber. "It is practically out of the question to have full crews for the mill, for the logging trains and for the timber camps," said a prominent manufacturer today, "and by how much any of these crews is impaired by so much is the output of hardwood lumber restricted." The experience of the gentleman in question finds duplication in the case of practically every other hardwood manufacturer in the southern

producing territory and it is because of the scarcity of transportation facilities and labor supply that there is a disposition among hardwood interests to anticipate but moderate output at best until there is radical change in underlying conditions.

Weather is ideal for work in the woods. Rainfall has been comparatively light during the past weeks. The ground is generally dry. But the labor is not to be had at present.

Land Development a Patriotic Duty

It is a duty which owners of the millions of acres of cut-over alluvial lands in the lower Mississippi valley owe to themselves and to their country to hasten the development of these properties, and the opportunities for such development were never more favorable than at present, according to William L. Mitchell, treasurer of the Federal Land Bank, St. Louis.

Mr. Mitchell has written a letter to F. E. Stonebraker, secretary of the Southern Alluvial Land Association, giving a brief outline of the plans he has in mind looking to government aid in financing the development of these lands and he has suggested the necessity of co-operation on a comprehensive scale if these lands are to be made available for marketing and if they are to be opened to the intensive cultivation which is necessary in the present war condition of this country. He believes that such co-operation will hasten development far more rapidly than individual effort can possibly do because it will not only improve community conditions but will also make land available to the purchaser on a far more attractive basis than other lands of less value command.

The changed conditions brought about during the past three years are thus briefly summarized by Mr. Mitchell:

1.—Passage of the federal farm loan act, which stabilizes farm land values and gives credit to the extent of 50 per cent of the appraised value thereof at 5 1/2 per cent per annum, on a long time, amortization basis of repayment—34 1/2 years.

2.—World wide war conditions and abnormal prices for all farm products.

3.—Increasing land values, decreasing labor supply and the resultant necessity for the application of all farm labor on the most productive lands.

He regards proper appraisal as one of the first considerations and he emphasizes the fact that the increasing clearing and development of these properties make the returns thereon large enough to sustain these lands and to render them attractive not only to the government but to other investors as a basis for loans.

Mr. Mitchell is scheduled to address the association at its semi-annual at Memphis, July 12, when he will go more into detail regarding plans he is working out for co-operation between the government and owners of these lands in the development thereof.

Occurrences at Washington Interesting to Lumbermen

Lumber's Place in the Prosecution of the War.

The price commission talk about the government's control of prices and the government's control of the War Industries Board. The government's control of prices is being taken up by the Private Property Commission. Private Property Commission's experience in the Appalachian lumber industry has been taken on its assistance in the control of Lumber. The government could also take control of the lumber industry.

Mr. Logan recently conferred with the government regarding the selling of lumber contracts and southern hardwood lumbermen, who are in the process of surveying the value of people over the price of lumber and stock for government's purposes. Both sides are expected to have indicated that they could get along with each other and that the government would not further disturb the lumber stock prices. Accordingly, plans to settle such prices have been dropped.

It was thought for some days that there had been an agreement upon prices in the Southern Pine Association's contract to the government and the public, but a note from the pressuring J. H. Kirby, R. A. Long and E. W. Stevens, of the Frank Hagerman and Judge L. C. Boyle of Kansas City, Mo., in Washington to protest against the yellow pine price list given by the president and officially promulgated, effective June 13 to September 15.

Points in the protest, it is understood, are that there was no agreement on the said prices to the public on a 25 basis; that there is no law or government power to fix such prices without agreement; that under the official order much old business will have to be done with the railroads at old prices; that the price increase was delayed beyond the time when the Federal Trade Commission found that labor and other costs of production had increased over old prices; that the discount for cash provided for in the government list and order would cause reduction in the selling price of lumber; that the government may fix the wages and hours of labor under the plan to standardize labor conditions, which would upset present conditions pending future adjustment of prices possibly, etc.

On the other hand, it is said that the government records are clear that there was an agreement on the price list and order. How the differences will work out remains to be seen. The protesting committee is to see officials of the War Industries Board.

In connection with the price question, attention has been attracted to a recent report by the Federal Trade Commission to the Senate on alleged profiteering in the lumber industry. The report is in part as follows:

Information in the commission's possession does not indicate any excessive profits in the lumber industry on the West Coast, although it is understood that producers of aeroplane spruce in that region have in the past taken advantage of allied governments. Information in the commission's possession does indicate unusually and unnecessarily large profits on the part of the southern pine producers. Forty-eight southern pine companies producing 2,615,000,000 feet of lumber, in 1917, made an average profit on the net investment of 17 per cent. This is unusually large for the industry, as is indicated by the fact that the average profit in 1916 was only 5.2 per cent. In 1917, 47 per cent of the footage of the companies covered was produced at a profit of over 20 per cent. The range of profits was from a small loss to over 421 per cent on the net investment.

The margin of profit per thousand board feet in 1917 was nearly double that in previous years, the figure being \$4.83, as compared with \$2.11 in 1916. A fair margin per thousand feet in the past has been recognized as being \$3.00.

These figures for 1917 are the more notable for the reason that the profits shown do not include any payments of Federal income and excess profits taxes, but are the sums actually available for additions to surplus or dividends. Information secured from the companies concerning their dividends and income taxes supports the preceding statements.

Lumbermen say that this showing is not worrying them, compared to the huge profits made by the steel and other metal industries.

In connection with the price controversy also, it developed that the wholesale departments of some large pine mills were reported to consider themselves not bound by the government price list.

The West Coast lumbermen are reported to be in a position to offer large quantities of lumber to the government and the War Industries Board. The lumbermen are reported to be in a position to offer large quantities of lumber to the government and the War Industries Board.

The commission is reported to be in a position to offer large quantities of lumber to the government and the War Industries Board. The government is reported to be in a position to offer large quantities of lumber to the government and the War Industries Board.

Gov. Disposition of lumber stock has been reported to be in a position to offer large quantities of lumber to the government and the War Industries Board. The government is reported to be in a position to offer large quantities of lumber to the government and the War Industries Board.

E. L. Sanford, vice president of the Lumbermen, hints that Congress will repeal the present laws on corporation and profits tax laws and enact in their place a new bill a comprehensive and up-to-date system of legislation on the subject so as to lessen confusion among business men and others.

Another matter that is being taken up by lumbermen is that of priority of fuel for lumber mills and logging railroads. It is understood that a plan has been tentatively worked out for dealing with the subject under a cooperative arrangement between the industry, trade associations and the government.

Organization of a single war service committee representing the millwork industry, north and south, has been begun as a result of a recent conference here attended by delegates from eight regions into which the United States has been divided for the purpose of organization.

W. M. Ritter, well known hardwood lumberman, has volunteered to act as assistant to Mr. Otis, commissioner of finished products, War Industries Board.

T. J. Aycock has been made production director in the territory of the Georgia Florida Emergency Bureau.

Prices of railroad and car materials have been advanced by government action and it is reported that it is planned to order all such material required for repair purposes during this fiscal year at one time.

Hardwood flooring is being used in the housing work of the government to some extent, especially in the permanent homes for workers that are to be built in large numbers. Orders for more than half a million feet of this material have been received by the Northern Hardwood Emergency Bureau.

That the war tax on freight bills, if it is to be retained in the new revenue bill, should be applied on lumber and shingles imported by rail, at least from the boundary line, is the wish of Representative Hadley of Washington, who recently appeared before the ways and means committee on the matter.

The government departments have awarded contracts recently to W. M. Ritter Lumber Company for white oak trestle; Roanoke Spoke & Handle Company, Roanoke, Va., for tool handles, and Haselkote Manufacturing Company, Grand Rapids, Mich., for veneer panels to cost \$188,921.

Another \$100,000,000 is being provided in appropriation bills passed this month for housing war workers.

The biggest wooden ships ever built, it is declared, will be those of the modified Dougherty type, the plans and specifications of which are being perfected by the shipping board. The work is delayed by changes in the plans that will add 1,000 tons or more, it is reported, to the deadweight tonnage of the Dougherty ship, which was 3,700 tons.

The Grant Smith Porter Company has won second pennant from the shipping board for rapid and efficient work in wooden ship-building during May.

The department of agriculture has issued a bulletin on relative resistance of various hardwoods to injection with creosote, based on tests made at the Madison laboratory. It has also issued a bulletin on forestry and community development, which urges establishment of the lumber industry on a permanent basis.

Several hundred lumber trap lines and similar roads, it is reported, are included in the 2,500 short lines and other roads excluded from the government railroad system by recent order of the railroad administration. Officials of the latter claim that many of the lumber roads wanted to be released. The order of release was issued when Congress was wrangling over a resolution giving the administration six more months to decide whether roads should be retained or released.

Not Favorable Toward Non-essential Building

In order to correct the apparently widespread misapprehension of its position with reference to new building construction that does not contribute directly or indirectly to the war needs, the War Industries Board authorizes the statement of its attitude:

It is becoming more and more apparent that the one outstanding piece of work before the country is the winning of the war and that this demands the cooperation and best efforts of every industry and every individual. In proportion as each industry increases its devotion to the task will the country become better mobilized for victory and the speedy termination of the war.

WHEREAS it has come to the notice of this board that new industrial corporations are being organized in different sections of the United States, for the erection of industrial plants which cannot be utilized in the production of the war material;

WHEREAS plans are being considered by certain states, counties, cities and towns for the construction of public buildings and other improvements which will contribute toward winning the war; and

WHEREAS the carrying forward of these activities will involve the utilization of labor, materials and capital urgently required for war purposes; now therefore be it that

RESOLVED by the War Industries Board that in the public interest, all new undertakings not essential to and not contributing either directly or indirectly to the winning of the war, and the utilization of labor, material and capital required in the production, supply or distribution of direct or indirect war needs, will be discouraged, notwithstanding they may be of local importance and of a character which should in normal times meet with every encouragement. Be it further

RESOLVED that in fairness to those interested therein, notice is hereby given that this board will withhold from such projects priority assistance, without which no new construction of the character mentioned will frequently be found impracticable, and that this notice shall be given with publicity that all persons interested in such undertakings may fully apprise of the difficulties and delays to which they will be subjected and embark upon them at their peril.

In Charge of Housing Projects

Large housing operations must be carried on by the government at various places, and much building will be necessary. The following appointments of persons in charge of various projects have been announced by the Department of Labor:

ERIE, Pa.	Albert H. Spahr, Pittsburgh.
Architect	None.
Town Planner	C. D. Lay, 5 East 40th St., New York City.
Engineer	Chester & Fleming, Pittsburgh.
SOFT CHARLESTON, W. Va.	None.
Architect	Goffley, Haskell & Sedgwick, 244 Madison Ave.
Town Planner	James L. Greenleaf, 1 Broadway, New York.
Engineer	James L. Greenleaf, 1 Broadway, New York.
BETHLEHEM, Pa.	None.
Architect	Zantzig, Brode & Avelly, 112 S. 16th St., Phila., Pa.
Town Planner	T. W. Sears, 124 Walnut St., Philadelphia, Pa.
Engineer	J. H. J. Grossart, Bethlehem Steel Co., Bethlehem, Pa.
WASHINGTON NAVY YARD.	None.
Architect	James & Sawyer, 50 East 41st St., New York City.
Engineer	None.
Architect	James A. Wetmore, Acting Supervising Arch. Officer.
Town Planner	None.
Engineer	Washington, D. C.
WASHINGTON DORMITORIES.	None.
Architect	Waddy B. Wood, 816 Connecticut Ave., Washington, D. C.
Town Planner	None.
Engineer	None.
BATH, MAINE.	None.
Architect	Parker, Thomas & Rice, 110 State St., Boston, Mass.
Town Planner	Loring Underwood, 16 Exchange St., Boston, Mass.
Engineer	Weston & Sampson, 14 Beacon St., Boston, Mass.
QUINCY, MASS.	None.
Architect	J. E. McLaughlin, 38 Tremont St., Boston, Mass.
Town Planner	B. J. Kellaway, 120 West St., Boston, Mass.
Engineer	Robert W. Frankel, 21 Adams Blvd., Quincy, Mass.
BERKELEY, CONN.	None.
Architect	A. C. Sturgis, 129 Bayview St., Boston, Mass.
Town Planner	A. A. Shurtliff, 69 State St., Boston, Mass.
Engineer	None.
PERU, (SOUTH), WASH. (BREMERTON).	None.
Architect	A. H. Albertson, 725 Henry Bldg., Seattle, Wash.
Town Planner	E. T. Mische, 394 Jackson St., Portland, Ore.
Engineer	W. F. Lamb, 1215 Third St., Spokane, Wash.
PHILADELPHIA NAVY YARD.	None.
Architect	George B. Sawyer, Walnut St., Sawyer Bros., 407 White Bldg., Seattle, Wash.
Town Planner	None.
Engineer	None.
NORFOLK AND PORTSMOUTH (COLORED).	None.
Architect	George B. Post & Sons, 101 Park Ave., New York.
Town Planner	Nicholas Hill, 101 William St., New York.
Engineer	None.
NORFOLK AND PORTSMOUTH (COLORED).	None.
Architect	Russell Edw. Mitchell.
Town Planner	None.
Engineer	None.
WATERLOON, N. Y.	None.
Architect	David, McGrath & Kieseling, 175 Fifth Ave., New York.
Town Planner	F. Vitale, 527 Fifth Ave., New York.
Engineer	E. W. Sales, City Eng., Watertown, N. Y.
PHILADELPHIA NAVY YARD.	None.
Architect	Rankin, Kellogg & Crane, 1012 Walnut St., Phila., Pa.
Town Planner	None.
Engineer	None.
MARE ISLAND (VALLEJO), CAL.	None.
Architect	Geo. W. Kellam, Sharon Bldg., San Francisco, Cal.
Town Planner	Geo. W. Kellam, 204 Geary St., San Francisco, Cal.
Engineer	S. E. Kiefer, Mechanics Institute Bldg., San Fran., Cal.

ALBANY, O.
 Architect Walker & Weeks, Cleveland.
 Town Planner DeForest, Rochester.
 Engineer Cleveland.

Campaign by Wholesalers

The National Bureau of Wholesale Lumber Distributors has sent a circular to lumber and shingle manufacturers, asking a series of questions concerning their attitude toward the lumber wholesaler. Answers to the nine questions were requested.

Airplane Propeller Situation

Twenty-five American manufacturers are now producing a total of 350 to 400 highest quality airplane propellers per day for the air service. Ample stock of propeller timber is already purchased or available, and the present supply of propellers in this country is more than equal to the demand. The number of spare propellers required for each fighting unit was reduced by the air service recently. Hence it has been possible to cut down the original program for the production of propellers.

In April, 1917, there were only four airplane companies making their own propellers. In addition, six other companies made spare propellers for airplane companies not manufacturing them and for foreign governments, the U. S. army and navy, private aviation schools, and exhibition and amateur fliers. The total output last April was approximately twenty-five propellers per day.

American double-bladed airplane propellers are built up from boards about one inch in thickness, cut from carefully selected lumber, which has previously been kiln-dried to a moisture content of from six to eight per cent, great care being taken to avoid case hardening and too rapid drying, which may diminish the strength of the lumber. The laminations when cut for use in the propeller must be clear pieces, free of all defects and with straight grain running along the length of the piece. After cutting to shape, the boards are balanced individually and selected according to this balance for cropping together for the complete propeller.

Some propellers have the tips covered with copper or linen fabric to protect them against splinting, which results from picking up sand, raining in long cross cut in the rain.

Existing opinion is somewhat divided as to the best wood for propeller purposes, but the past practice of French and English governments greatly favors walnut and mahogany for combat blades, the former being considered best. Other woods have been extensively used for training-type propellers, principally quarter-sawn white oak, birch, cherry and poplar. Originally the walnut used by the French was their own French walnut, but this wood is no longer available. American black walnut has taken its place and large quantities have been exported to England and France for propeller purposes as well as for the manufacture of rifle stocks. Today the available supply of black walnut is limited by the ability of producers to obtain the scattered timber, and the demand is greatly in excess of the supply. The exclusive use of black walnut for rifle stocks manufactured in the United States has bearing upon the available supply for propellers.

All the mahogany used has, for the past four years, been exported as lumber from the United States, having been imported in the log form from Central America and Mexico. Some of the largest and best tracts of mahogany timber are in British Honduras. This is being cut under the direction of the British admiralty and brought into the United States for manufacturing into propeller lumber before exporting to England. It is believed that quarter sawed white oak will come to be used more generally on account of its greater strength and the necessity for getting maximum strength in the propellers used on the newer high-powered, high-speed engines.

The amount of wood in the present two-bladed propellers varies from thirty board feet in a training type to eighty feet in a combat type. These figures are net, while the gross lumber required to manufacture will be about twice the net amount in both instances.

Many attempts have been made to design and produce a metal propeller, but to no tests reported and have been sufficiently successful to put into practice. The difficulty is to construct the blade light enough and strong enough to resist the tensile and bending strains set up. Propellers have been manufactured from a material called "bakelite," a canvas and acid glue shaped under hydraulic pressure at a high heat. To date these have been successful, in destruction test and flight. They weigh slightly more than wooden propellers of the same design, but have greater resistance to wear and tear. The greatest efficiency is always obtained by a two-bladed propeller of the largest diameter that the engine will turn at the correct engine speed. In this type of propeller has an effective thrust over the maximum possible air area, with least blade surface resistance.

In many cases, however, the construction of the plane is such that a two-bladed propeller of sufficient diameter cannot be used on account of clearance, and the three or four-bladed propeller is adapted to take up the full horse power in effective thrust, in spite of greater resistance losses.

Specifications for Crossties

The government has published specifications as a guide to contractors who are in a position to furnish crossties for the railroads. The kinds of wood are listed, designating those suitable for use in their natural condition and those which should first be treated to hinder decay. Diagrams are given of sizes and shapes of different kinds of ties. Those interested in examining the specifications may correspond with John Skelton Williams, Director of Finances and Purchases, Washington, D. C.

Vehicle and Wood Interests Agree

The first step in a plan of settlement of the vehicle and wood interests was the meeting of the vehicle and wood interests at Chicago on May 18. Since that meeting the vehicle and wood interests have been working on a basis of a satisfactory program was outlined, there has been no further action on the production and supply of hardwood lumber for the American wagon construction.

Throughout the controversy the vehicle and wood interests, Haywood Reagon has been the only person interested by standard, but has been always ready to take any step in working for the best interests of the government in the war production and for the protection of the interests of the lumbermen.

Haywood Reagon has urged lumbermen to bring that the interests supplying wood for wagon construction are equally entitled to equal counsel in determining a fair market price for their product, and that representative lumbermen are equally entitled to participate equally with wagon manufacturers in all councils having to do with wagon supply. The interests of the government wagon program then, it was determined, is necessary. This was brought about at the Chicago meeting in May through the appointment of a committee of six members, of three prominent wagon men and of three prominent lumbermen.

Another feature of that meeting was the clearing out of misunderstandings which on their two organizations the motives and spirit of the wagon manufacturers. Happily, a frank discussion brought the matter out in its true light and Haywood Reagon is glad to concur in the lumbermen's complimentary expression of confidence in the motives and patriotism of the representative wagon manufacturers who have formed and charge of army wagon production. Thus the matter seemingly is disposed of to the satisfaction of all, and it is now up to the wagon people as well as to the lumbermen to exert themselves to the utmost to see that the wagon production program in the future is not threatened by controversies between the two industries most necessary to progress.

Haywood Reagon as heretofore is ready at any time to do whatever it may be called upon to do to protect the government's interests to any possible degree.

Incidentally it would seem now that as the use of dimension stock for wagon manufacture is in the interest of production, those representing the wagon interests should consider dimension production from all angles, and not as a simple question of lumber production. A true study of the situation would convince the wagon interests that it is decidedly unfair to criticize the lumber manufacturers because they have shown no great enthusiasm for wholesale dimension production. A full understanding of the facts will show clearly why this absence of enthusiasm exists. At the same time such a study would be distinctly helpful to the vehicle people, for if they really desire to purchase dimension stock to the exclusion of plank, they can readily determine wherein they can help stimulate the production of dimension through recognition of its real value and in other ways.

The following are accounts of two important meetings of the vehicle and lumber people: First, the Chicago meeting of May 18 and the second the first joint meeting held by the new committee in Washington on June 26. The May meeting was attended by the following men:

Ralph I. Jurden, John W. McClure, B. F. Ludwiger and S. M. Nickay, Memphis, Tenn., representing American Hardwood Manufacturers' Association; E. O. Robinson and Fred W. Mowbray, Cincinnati, O., representing Hardwood Manufacturers' Association; Theo. Fathauer and F. F. Fish, Chicago, Ill., representing National Hardwood Lumber Association; M. E. Thomas, Cadillac, Mich., representing Northern Hardwood Emergency Bureau; C. S. Brantingham, Rockford, Ill.; A. Ramsey, Chicago, Ill.; W. H. Stockhouse, Springfield, Ill.; F. R. Todd and W. L. Clark, Moline, Ill.; R. V. Board, Louisville, Ky.; A. E. Thomas, South Bend, Ind., representing National Import and Vehicle Association; Col. W. S. Wood, Washington, D. C., of the U. S. Quartermaster's Department, representing the government.

Upon motion duly made, seconded, and unanimously carried, E.

O. Robinson, Secretary, and C. R. Todd, Secretary.

The second meeting was held in Washington for a statement of the purpose of the meeting.

Mr. Brantingham made the following statement:

That the wagon manufacturers and the vehicle and wood interests had been fully supplied with the facts in relation thereto. It seemed well that a meeting should be held to get together on the situation.

Further, that the American hardwood committee as of March 28, 1918, had had to discuss in certain publications that wagon manufacturers had profited on a government wagon contract, that it was desired to submit to the hardwood manufacturers facts and figures which would show that to such position, had occurred, and permit them to make any investigations that might be necessary to ascertain the facts in the premises, to the end that it was found that the position of the wagon manufacturers had been misunderstood the matter should be cleared up in the minds of those who might have drawn the wrong conclusions from said report of March 28.

Mr. Jurden made the following statement as to the reasons leading to the appointment of this committee, and its investigations:

That the activities of the so-called wagon and vehicle purchasing committee, now known as the woodstock committee, were finally called to the attention of the American Hardwood Manufacturers' Association by their members. Certain firms who were members of the National Import and Vehicle Association, and avowedly acting under the instructions of the wagon and vehicle purchasing committee, were sending out letters to the lumber manufacturers making offers for hardwood lumber and stating that the prices offered were fixed by the purchasing committee for the government. Many of these wagon manufacturers stated in their letters that the prices fixed by the purchasing committee were government fixed prices and further stated that they were not permitted by the purchasing committee to pay more than the prices fixed by that committee. In one instance, one of these firms stated that if they paid in excess of the prices fixed by the purchasing committee, they would be subject to prosecution.

Every effort was made to create the impression in the minds of the hardwood lumber producers that the maximum prices offered were government fixed prices. Investigations through the proper channels at Washington developed the fact that the government had not fixed prices on hardwood lumber;

That at a conference held in Chicago between the purchasing committee and a committee representing the Southern Hardwood Emergency Bureau and a large number of lumbermen, efforts were made to reach an agreement as to the fair market price of hardwood lumber at that time; this effort failed, as the purchasing committee took the position that the maximum prices they had fixed should prevail. Offers were made by the lumbermen then, and at later periods, that the lumbermen would obligate themselves to furnish whatever amount of hardwood lumber might be needed, at whatever price the wagon manufacturers had represented to the government as their cost. This offer was not accepted;

That an effort was then made by the lumbermen, through the director of lumber and the War Industries Board, to ascertain the cost of lumber used by the vehicle manufacturers in obtaining their contracts from the government. These efforts were successful only after the matter was placed before the Quartermaster General, who ruled that the prices to be paid for raw material were those prices used by the vehicle manufacturers as their cost when they obtained their contracts. Firms who were members of this committee placed private contracts for large amounts of hardwood lumber with various lumbermen, and these contracts were made in the open market when it was reported to the purchasing committee that the prices on these private contracts were in excess of those prices fixed as maximum prices by the purchasing committee. Attempts were made by these firms to cancel their contracts, and they made written statements to the effect that on account of the prices named under the contracts being higher than those prices fixed for the government by the wagon and vehicle purchasing committee, that they were compelled to cancel the contracts. The lumbermen denied the right of this purchasing committee to in any manner interfere with existing private contracts, and likewise denied the right of this purchasing committee to fix prices on hardwood lumber, particularly when they were the buyers of a commodity.

That in order to ascertain the facts, a committee was appointed by the American Hardwood Manufacturers' Association to go to Washington and

make an investigation. This was done and the actual findings of the committee published in pamphlet form for the exclusive and confidential use of its members, and the report deals conclusively with the facts made available at that time.

With reference to a statement of the vehicle representatives that the differences between their list of prices which they recommended be paid for hardwood material, and the prices which they furnished the government as constituting their costs were accounted for by the cost of putting grass green lumber into a partially dry state, Mr. McClure called attention to certain facts which he stated he believed, in the absence of additional evidence to the contrary, warranted the attitude and report of the hardwood committee, these facts being as follows:

First—The confidential price list or recommended list contained prices of 1" FAS oak, 6" and up wide, six months or older, \$65; 1" FAS oak, 10" and up wide, six months or older, \$70. Mr. McClure contended that this age stock in this thickness would constitute partially dry material, and called attention to the fact that these two items in the list furnished the government as representing costs were shown, respectively, at \$80 and \$85.

Second—The confidential or recommended list showed pine bottoms, 134 and 67, 12' long, at \$42.50, and the same item on the cost list furnished the government, \$65. Mr. McClure contended that this material was always shipped in a dry state, and was never purchased in any other condition, so that there would be no cost to the wagon manufacturers in putting this material into a dry condition.

Third—Prices shown in the confidential or recommended list for 1" gum box boards, 8 to 12" wide, were \$41; 13 to 17" wide, \$46.50, while the prices used in the price list to the government were, respectively, \$52.50 and \$57.50. Mr. McClure contended that these items were also shipped in a dry or partially dry condition, and that it was reasonable to assume that the prices contained in the confidential or recommended list were intended to apply on material shipped in the usual or customary condition, and that this was confirmed by the fact that no differential was shown in the confidential or recommended list between dry and green, as was done on many other items.

Mr. McClure further stated that in his judgment the facts to which he had called attention warranted the report of the hardwood committee, of which he was a member, but that he and the fellow members of his committee were open to conviction, and would be glad to fully and fairly consider any further facts that the vehicle representatives could present in explanation of the discrepancies that appeared from the information at hand.

Mr. Dulweber then made the following statement:

That the lumbermen felt that the arbitrary fixing of maximum prices on their product by any class of consumers thereof was unfair, and that prices should be controlled entirely by laws of supply and demand, and individual agreements between the parties interested;

Further, that if it was believed necessary in the existing emergency to stabilize prices in order to better serve our government, the lumbermen, as the producers of the material, should have been consulted and have had an opportunity to show what, in their judgment, was a fair and reasonable price;

That the prices contained in the confidential or recommended list were maximum prices, and that if the lumbermen were to be deprived of any voice in the determination of these prices, the fair thing to have done would have been to adopt the maximum prices prevailing at that time for sales in considerable quantities; that this had not been done; that some of the larger members of the National Implement and Vehicle Association had voluntarily, prior to the compilation of the confidential or recommended list, paid prices considerably in excess of the prices contained in said list; that subsequent to these purchases and prior to the compilation of the list, the cost of lumber production had increased, and that, therefore, the prices in the list should have been higher than the basis of these sales, rather than lower.

Colonel Wood stated that the prices on lumber recommended by the woodstock committee had been approved by him for the Quartermaster's Department, and that he had advised manufacturers who had contracted with the government to supply army wagons that they should not pay more for lumber than was recommended by this committee; that he did this because he knew that the prices of the government for vehicles were such that there would not be an adequate margin of profit to the manufacturers if more were paid for woodstock, and that unless these woodstock prices could be realized the government would be obliged to pay higher prices for its vehicles.

Members of the Vehicle Association made the following statements:

That the woodstock committee had never, other than to indicate the approval of recommended prices by Colonel Wood, stated to manufacturers of army vehicles that woodstock prices so recommended were government fixed prices, and that if government wagon suppliers, in procuring lumber, made any more positive statement in reference to the government fixing prices, it was without the advice of the woodstock committee; that while the woodstock committee did make every effort to give publicity to its recommended prices for lumber and the approval thereof by the Quartermaster's Department, they did not seek to convey any false impression as to the character of government price fixing.

That at the Chicago meeting between the woodstock committee and the Southern Hardwood Emergency Bureau, the woodstock committee did not refuse the offer of the lumbermen to sell lumber at the prices which the wagon manufacturers had included in their estimated cost to the government, but it did enter into a negotiation with the lumbermen to ascertain what a fair price for lumber should be, but this did not result in a satisfactory conclusion.

That the refusal of the woodstock committee to furnish the lumbermen with any of the details requested, was only because of the fact that the committee considered these details as of a confidential government nature;

That the committee did not recommend to any firm or firms supplying the government with wagons or parts therefor that the contracts for the purchase of lumber be cancelled, and that they have never assumed the authority to interfere in any way with existing contracts between manufacturers of army vehicles and suppliers of materials therefor;

That the woodstock committee, in making its recommendation with reference to prices on materials had paid most particular attention to the prices on these classes of materials which were largely used in the manufacture of army wagons and that it was possible that there might be some discrepancy in the price of material which, while covered in the recommended price list, were only bought in nominal quantities for wagon production;

That very little 1" oak is used in government wagons, most of the oak being 2 1/2" and thicker;

That some of the apparent discrepancies in price between the recommended list and those in the estimated cost sheets of some of the suppliers of government wagons were accounted for by changes in specifications and method of construction as compared with those at first anticipated, and while some of the suppliers of government wagons figured their box board estimated costs on gum as low as \$45, other users figured on box boards as high as \$57.50 because poplar or cottonwood was used;

That there are only a few of the contractors for army vehicles and parts therefor who are members of the National Implement and Vehicle Association, and that the statement referred to by Mr. Jarvin was not made by members of the association;

That it was probably because of a misunderstanding of many of these facts that wrong conclusions were reached by the lumbermen.

Messrs. Brantingham and Todd submitted the detail costs of the escort wagons which have already been built for the government by their respective companies and which were examined by representatives of the lumbermen. These cost sheets showed that instead of the manufacturers profiteering upon the business in question, the wagons had been produced at an actual loss.

After a full discussion of the various points brought out by the representatives of both industries and the submission of further facts, figures, and cost statements by different members of the National Implement and Vehicle Association, the conclusion was reached that misunderstandings had previously existed, due to lack of information furnished the hardwood committee, and after due consideration, the following resolution was offered and seconded by the hardwood lumber representatives:

WHEREAS, A special committee of the American Hardwood Manufacturers' Association, Memphis, Tenn., hereinafter referred to as the hardwood committee, under date of March 28, 1918, issued a "report of committees investigating matters in connection with army and vehicle purchasing committee"; and

WHEREAS, The representatives of the four leading hardwood lumber associations of the United States, i. e., the American Hardwood Manufacturers' Association, National Hardwood Lumber Association, Hardwood Manufacturers' Association of the United States, and the Northern Hardwood Emergency Bureau, at a meeting held this date at Chicago, conferred with a special committee of the National Implement and Vehicle Association regarding the matters brought out in said report; and

WHEREAS, Said hardwood committee's report indicates that the makers thereof were not supplied with full facts and figures in connection with the basis of hardwood lumber prices used in the wagon and vehicle committee's recommendations entering into the finished cost estimates of animal-drawn army vehicles and parts thereof; and

WHEREAS, There has been presented to the representatives present information that develops conclusively the following facts:

First, That a fair price f. o. b. Chicago for 24 months dry oak in October and November, 1917, was approximately as follows:

	P. O. M.
25% FAS	\$5,000
25% No. 1 common	75,000
25% 2" FAS	100,000
Same No. 1 common	300,000
3 1/2" FAS	120,000
Same No. 1 common	300,000

Second. That the cost of contract lumber for the next 12 months be fixed as follows:

	P. O. M.
25% oak	\$5,250,000
25% to 4" oak	10,000,000

WHEREAS, owing to lack of material and labor, during the hard wood emergency, the wagon manufacturers of the wagon manufacturing industry had taken an unfair advantage of the Government;

WHEREAS, certain arbitrary appraisals of the Government, appearing on the report issued by the said lumber committee, and the results of their investigations, making the Government believe that the wagon manufacturers have engaged in profiteering;

WHEREAS, it develops from figures furnished to the Government by the lumbermen that the wagon manufacturers have given a very nominal profit and, in some cases have actually lost 1000 per cent, therefore, be it

RESOLVED, That with the better management of the facts and figures involved in army wagon costs, the Government be apprised that there has been no profiteering on the part of wagon manufacturers, and be it also

RESOLVED, That this meeting approve the report rendered by the government of Col. W. S. Wood, of the regular staff, Department, A. E. Thielen, and R. V. Board, of the purchasing committee of the National Implement and Vehicle Association, and to certify that their services have been performed in a thorough, patriotic and efficient manner, be it further

RESOLVED, That copies of this resolution be sent to the officials of the government and the War Department mentioned in said Memphis report, and also to such news and trade papers as have published extracts from the original pamphlet; and that the lumber press be requested to make a full explanation of the situation as expressed above.

Dated Chicago, Ill., May 18, 1918.

Before the resolution was acted upon, it was unanimously agreed that a vote should first be taken upon the resolution with the clause thereof expressing appreciation for the services of Col. Wood and Messrs. Thielen and Board, of the purchasing committee of the National Implement and Vehicle Association eliminated, and this latter clause voted upon later.

Upon the chairman putting the first vote with said clause eliminated, it was unanimously carried by all the lumber representatives present.

Upon the chairman putting the vote with reference to the approval of the eliminated clause, the representatives of the Northern Hardwood Emergency Bureau and the American Hardwood Manufacturers' Association refrained from voting, and the representatives of the other associations present voted in the affirmative.

The meeting then jointly discussed the problem of assisting the government in every way possible in its war program, particularly in connection with the stabilizing of lumber prices and the securing of a proper supply. Mr. Ranney, seconded by Mr. Fish, offered the following resolution, which was unanimously carried:

WHEREAS, the costs of producing hardwood lumber have been constantly increasing since the beginning of the war, necessitating frequent and radical changes in the selling prices thereof; and

WHEREAS, the large amount of this material being required for use in government army and navy makes it necessary that some more be made to stimulate the production thereof and insure an adequate supply for this purpose; and

WHEREAS, the wagon manufacturers and the producers of hardwood lumber, desiring to cooperate with the government to the fullest possible extent, with a view of supplying without delay the material and wagons required in the present emergency; now, therefore, be it

RESOLVED, That the National Hardwood Lumber Association, the Hardwood Manufacturers' Association of the United States, the American Hardwood Manufacturers' Association, and the Northern Hardwood Emergency Bureau, representing the hardwood lumber interests, and the National Implement and Vehicle Association, representing the manufacturers of wagons and wagon parts, recommend:

First, That a committee of six be appointed, three from each industry, to confer with the War Industries Board, and in cooperation with such board or a representative designated by it to compile a schedule of recommended prices which shall be fair and reasonable under present conditions and have the approval of the government.

Second, That the said committee be authorized to fix the grade or specifications to apply on such hardwood material, said grade or specifications to be based on the character of material acceptable to the Government in the finished wagons or parts.

Third, That the recommended prices be based on Chicago delivery and be subject to increase in freight rates and exclusive of the federal tax on freight bills.

For the purpose of carrying out the schedule of recommended prices herein set forth, the committee be authorized to adjust the price of the United States Government, and to have the right to purchase the material contractually in bulk, or to purchase the material in such quantities as may be used on the Government's contract, and to have the right of re-sale.

Pursuant to the foregoing, the following committee was named, as representing the lumber and industry:

High McLean, Chairman, representing the National Hardwood Lumber Association.

Erd W. Mead, Chairman, representing the Hardwood Manufacturers' Association of the United States.

John W. Mathews, Member, representing the American Hardwood Manufacturers' Association.

For the Vehicle Industry, the following committee has been appointed: W. R. Swift, Chairman; F. S. H. Galt, Secretary; H. H. M. Klumpp, Winona, Wis.

HELD AT CHICAGO, ILL.,

As above noted the first joint meeting of the committee was held at Washington on June 2 and 26.

This committee met at Washington on June 25 and 26, 1918. After a full and frank discussion of the conditions governing the relations between the two industries, the subject of prices was entered into. The lumber representatives urged that any schedule of prices should fairly represent maximum reasonable values. The subject of grades was then discussed as a basis of values. It was stated that certain buyers among the vehicle trade could use only standard grades; others would accept standard grades with sound sap and streaks no defect; while still a considerable portion of the vehicle industry was buying the special implement and vehicle grades. The lumber representatives were asked to submit their ideas of value, based on these usable grades, and suggested the following as maximum prices under present conditions:

	Standard Grade, Sound Sap and Streaks, No Defect	Implement Grade, Sound Sap and Streaks, No Defect
1 1/2" & 2" spp.	\$75	\$75
1 1/2" & 2" spp.	83	83
5/4 & 6" spp.	88	68
1 1/2" & 2" spp.	93	83
2 1/2" & 3 1/2" spp.	105	85
3 1/2" & 4" spp.	110	90

All green wood 1 inch. H. H. A. rates of National rates. Price includes net freight rates, F. o. b. Chicago. Box boards, gum, wide, 800. Box boards, gum, narrow, 855.

In arriving at these prices, including freight allowance to Chicago, the recommended rates, amounting to \$3 per thousand feet on green oak, was included.

NO RESTRICTIONS TO BUYERS.

In the discussion of these prices the lumbermen stated that while these were maximum prices, there would be no restrictions to prevent the vehicle buyers from purchasing their lumber requirements at lower prices, if it were possible to do so; and there would be no restrictions on the hardwood lumber manufacturers to prevent them from selling their product at the best prices obtainable. The prices submitted for standard grades, except sound sap and streaks, are practically the same as those suggested by a meeting of lumbermen in Chicago in January, and while one recognition was given to increased costs of labor and supplies, the prices now suggested would not reflect highest commercial values, but would carry out the spirit of the resolution to offer reasonable prices as a basis for agreement between the two industries.

The vehicle representatives state that the requirements for present government contracts have been fully covered; that the larger vehicle manufacturers are well stocked; that large quantities of hardwood materials have been purchased at prices based on the vehicle committee list of January 31, 1918. For these reasons they stated that there is apparently no emergency which necessitates further purchases of hardwood materials in large quantities at this time, or a revision of the vehicle list of January, 1918. The vehicle committee further stated that it was their desire to purchase their requirements in dimension material and use plank only in case the dimension material is not available.

In view of the statements of the vehicle representatives showing the conditions existing in their industry, and in view of the fact that the lumbermen apparently are having no difficulty in marketing their products at satisfactory prices, it was thought best not to disturb present conditions, which are governed largely by the law of supply and demand.

The conference was concluded in the office of Charles Edgar, acting lumber director, Council of National Defense, War Industries Board, and with his approval the following resolutions were unanimously adopted:

WHEREAS, It is recognized as a fundamental principle that the natural law of supply and demand should govern all commercial transactions except in cases of great emergency; and

WHEREAS, apparently no emergency now exists as relating to the transactions between the manufacturers of hardwood lumber and the purchasers of vehicles, there being an ample supply of hardwood material available to meet the requirements of the vehicle industry, both for their government contracts and for the demands of their commercial trade, therefore, be it

Resolved, By this committee, representing jointly the National Implement & Vehicle Manufacturers' Association, the National Hardwood Lumber Association, the Hardwood Manufacturers' Association of the United States, the American Hardwood Manufacturers' Association, and the Southern Hardwood Emergency Bureau, that it is our firm belief that the best interests of these two great industries and the government, in so far as it may be interested in these industries, lie in permitting the law of supply and demand to take its natural course; and be it further

Resolved, That the spirit of confidence and harmony existing between these two industries, both being anxious to serve the government in any and every way which may assist in the successful conduct of the war, gives assurance that in case any emergency should arise the two industries through united action may be depended upon to meet the situation either by adjusting between themselves and with full knowledge and consent of government representatives reasonable prices based upon the cost

plus reasonable profit for the hardwood materials necessary for government vehicle contracts, or to submit the matter to proper price-fixing powers of the government.

The foregoing resolutions unanimously adopted and signed this 26th day of June, 1918, by the following committee:

[Signed]

H. M. KINNEY,

F. H. GIESBERG,

W. B. SWIFT,

Representing the National Implement & Vehicle Manufacturers' Association.

J. W. McCLEURE,

F. W. MOWBRAY,

FRANK McLEAN,

Representing the Hardwood Industry.

Foreign Woods for Airplane Propellers

Woods Used and Those That Can Be Used, and Methods of Identification

Samuel J. Record

Airplane propellers are divided into two main types, according to their use for training planes or combat planes. The former are smaller, are used with motors of not over 110 horsepower, have relatively low speed and accordingly are not so exacting in the woods used. In the combat type with motors of 400 horsepower, speeds up to 150 miles per hour or more, and the very severe field service, the greatest discrimination is made in the choice of material used and few species are now acceptable. Perhaps when more is learned about some of the tropical woods now little exploited the list can be very materially increased.

The woods now used for training propellers are quartered white oak, Philippine mahogany, cherry, birch, black walnut, and sometimes yellow poplar. For the combat types the species are true mahogany from tropical America, African mahogany, quartered white oak and black walnut.

There are a great many woods which appear on the market as mahogany, but the term "true mahogany" is reserved for species of *Swietenia*. There are at least two species growing in tropical America, namely, *Swietenia mahagoni* and *S. macrophylla*. It is likely that other species will be recognized when the botanists make a closer study of them. Most of the mahogany now being used for propellers is probably from the large-leaved species, *S. macrophylla*, which usually has a softer and lighter wood than the other.

The range of mahogany extends from the southern tip of Florida through the West Indies, along the northern coast of South America (Guiana, Venezuela and Colombia), throughout Central America and into southern Mexico to a line running south from Tampico. Owing to the great diversity of conditions under which the tree grows it is not surprising that there are equally great variations in the quality of the wood. The differences are as pronounced as between the extremes of the southern pines. The writer recently made some specific gravity determinations of mahogany used for propellers, which show a range from .380 to .737, based on oven-dry measurements. Of five average samples the range was from .426 to .460. There is an equally great range in color, some being very light, either yellowish or pinkish, some salmon-colored, some deep maroon. Some is straight-grained, some cross-grained, some ribbon-grained. The harder and heavier specimens are often streaked with small white lines on account of the pores being filled with lime. The cabinet qualities vary also, some of the softer grades being woolly and likely to tear out, and at the other extreme a hard, brittle material.

These differences in quality and physical characters are not determined by the particular country from which the material is obtained, although in a general way there are certain geographical distinctions. Nor are the differences due entirely to the species. Rather it is the quality of the site and soil and climate and this may change decidedly within a very short range. Wood from slow-growing trees on high, dry ground is mostly hard and strong, while that from rapid-growing trees in most lowlands is mostly soft and spongy. The latter grade is often termed "baywood" or "bay mahogany" and is most common along the coast of southern Mexico.

The material coming from the West Indies is mostly heavy, hard and cross-grained, while that from Colombia and Venezuela is inclined to be crooked, knotty, dotty or otherwise defective, so that the main supply of mahogany for propellers is coming from Central America and southern Mexico.

No one knows how much mahogany timber is standing in these countries, since no systematic attempt has been made to find out. Much of the most accessible and choice timber has been cut, but farther back from the coast and the navigable streams there are still enormous quantities to be had, partly in good stands and partly scattered over large areas. Such rough estimates as are available indicate the following total stand by countries: Southern Mexico, 15 billion board feet; British Honduras, less than 100 million feet; Guatemala, less than 750 million feet; Honduras, about one and three-quarter billion feet; Nicaragua, about one and one-half billion feet; Costa Rica, about 250 million feet; Panama, less than 100 million feet, making a total of nearly 19½ billion feet, of which three-fourths is in southern Mexico, a region poorly exploited.

Not all of the timber imported from tropical America as mahogany is genuine. Some of the grades of Spanish cedar are as heavy as the medium and light grades of mahogany and are sold for it. The Spanish cedar (*Cedrela spp.*) is not akin to the woods we know as cedar, but is so called because of its fragrant odor. Sometimes this odor is very pronounced, as in the case of the best cigar-box wood, but in the grades which most closely resemble mahogany it may be so mild as to escape notice. The writer has examined a large number of pieces of the supposedly odorless varieties and has yet to find a fresh specimen without some characteristic fragrance. In fact, this is the only character which he knows of, or our present limited knowledge of these woods, which can be always used to separate certain types of cedar from certain kinds of mahogany. The two woods are closely related, and it seems likely that the best grades of cedar would serve the same purposes as mahogany of the same weight. The Colombian mahogany (*Cariniana pariformis*) belongs to a different family and offers no special difficulties in the matter of identification.

Africa supplies a number of woods known to the trade as mahogany, but the real African mahogany is supposed to come from a tree very closely related to the American genus and known botanically as *Khaya senegalensis*. But here, as with our mahogany, there is some question as to species. The tree grows over a vast stretch of tropical Africa from the Atlantic to the Indian Ocean. The principal sources of supply are the countries bordering the Gulf of Guinea, though it is very common along the Gambia river and the region of Cape Verde. Hence the English name of Gambia mahogany. Commercial plantations of the tree have been made by the French in Senegal. It is also being propagated in Trinidad and will probably prove a valuable tree for various parts of tropical America.

The true African mahogany supplies a wood of excellent quality, and the material coming into our markets shows less variation than

(Continued on page 350)

Some Methods of Testing Animal Glue

Water taking Viscosity Jelly strength

A THIS HINT there is a large portion of a desire on the part of many woodworkers for a more comprehensive knowledge of the methods used in determining glue strength and quality in a reasonably accurate way. Unfortunately there are no universal standards for testing glues. For this reason it has been made to present in this article a few of the methods which may be used in the average factory.

A somewhat general method of testing glue consists in determining the amount of water it will absorb. A weighed quantity of glue is covered with water, leaving a temperature of about 60 degrees Fahrenheit, and allowed to soak twelve hours, or until the glue has taken up all the water it will. Then the excess water is drained off and the soaked glue weighed. Other things being equal, the greater the increase in weight the better the glue, providing it remains firm. Very good animal glue will increase eight to ten times in weight, while common glues will increase three to five times, and still remain firm to the touch. If the glue, soaked in cold water, forms a homogeneous mass it is apt to be fish glue, or a very low-grade animal product that is not desirable for wood-working operations.

In making weight tests one should bear in mind the fact that different atmospheric conditions may have more or less effect on the uniformity of the tests, because in damp weather the glue will have absorbed some moisture. This absorption generally will not be large enough to effect the practical results. At the same time it is always well to take test lots from near the center of the barrel or bag.

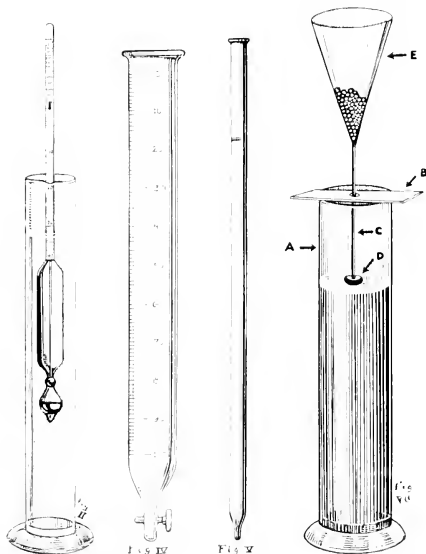
Any accurate scale may be used for weighing out glue samples and making up test portions. The "valency" type of scale with a capacity of 254 pounds (troy weight), or one kilogram in the metric system, on each pan, sensible to the smallest practical weight, will be found very adaptable. While it is true that glue is handled commercially by *avoirdupois* weight, test weights may be easiest handled by means of the troy or the metric system, because of the small amount used. So long as the proportions are figured accurately it makes no difference what weighing system is used.

A fairly simple apparatus may be had for gauging the percentage of dry glue in a solution. This is not a viscosity test, though it is sometimes referred to as such. Two instruments, a glue hydrometer and a cylindrical shaped vessel, make up this apparatus, (see figure 11). The cylinder may be of any waterproof material. Copper vessels are most commonly used because of chemical resisting and nonbreakable qualities.

The principle of the operation of the hydrometer is based on the physical law that a solid body floating in a liquid will displace a quantity of the liquid equal in

weight to that of the body. Hence a body of constant weight and proportion will always sink to the same extent into a liquid of a certain density, and to a greater or lesser extent as the density of the liquid decreases or increases.

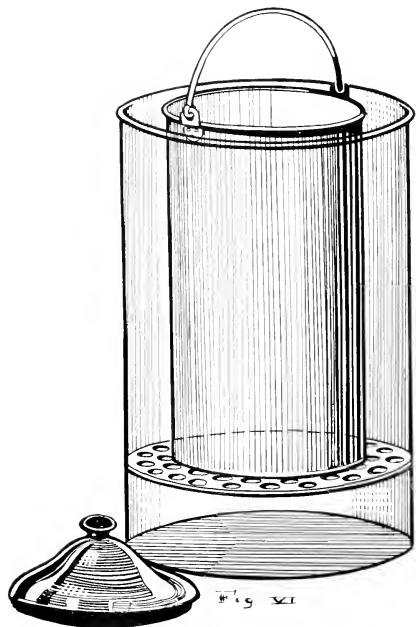
As a liquid expands or contracts with temperature the density of the liquid varies in accordance and, therefore, when the hydrometer is constructed the scale must be standardized for a certain temperature. The most common glue standards are 150, 175 and 187 degrees F. Owing to the fact that it is not always convenient to have the liquid of the temperature for which the scale of the instrument is arranged, for accurate work, it is often necessary to apply a correction for temperature variation, and for that purpose an auxiliary thermometer is used to ascertain the temperature of the liquid when the hydrometer is of plain form. To facilitate temperature observations, however, the hydrometer is often made of combined form, that is, a thermometer is combined with the hydrometer; the thermometer portion usually being in the body, or flotation bulb, of the instrument. In the case of glue and other opaque liquids, however, the thermometer scale portion of a combined hydrometer is usually placed in the upper part of the hydrometer



stem. When ordering hydrometers the liquid for which the instrument is intended must be specified. Combined instruments usually cost about 60 to 100 per cent more than plain.

In operating the hydrometer, pour a sample of the glue solution to be tested into the vessel and let the instrument slowly sink into the solution until it finds its correct position. If the solution is made up of two parts water and one part glue, the hydrometer will drop to 33 1/3 on the scale, which will show that there is 33 1/3 per cent dry glue in the solution. The operator must always keep in mind what corrections are necessary on account of the difference between the temperature of the solution and the arranged temperature of the hydrometer.

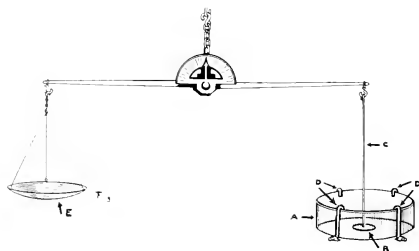
The particular advantage of the hydrometer is that



no special skill is required to use it, and readings may be quickly made. It may be immersed in any of the glue solutions about the plant, for the purpose of determining whether or not the solution is at the regular factory standard.

The viscosity, or fluidity, test is based on the idea that the greater the tenacity of the glue, the greater will be its cohesiveness, and the less will be its flowing power. In viscosity tests water is used as a standard, and the

rate of flow of a solution, at a certain temperature, is compared with the rate of flow of water under the same conditions. In accurate viscosity tests it is advisable to weigh carefully all test portions, and to time the flow

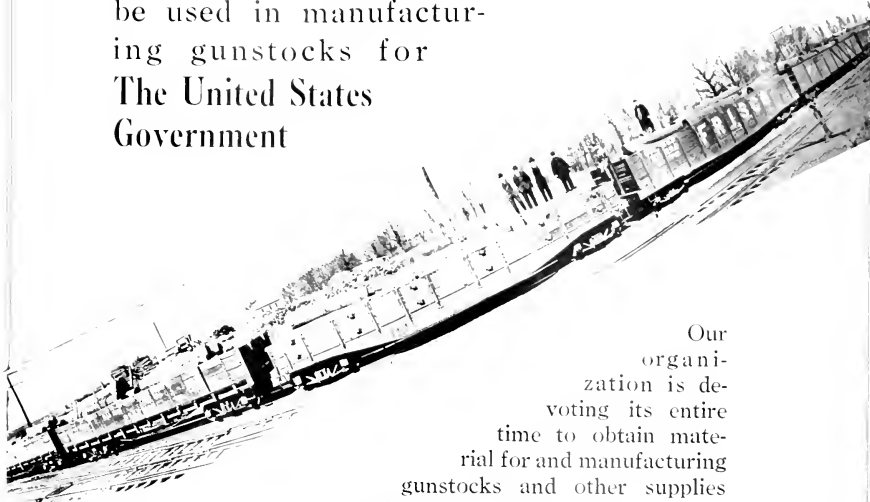


of the glue liquid on a stop watch showing as fine as fifths of seconds. In factory practice, however, it is customary to use an ordinary watch.

Several devices are on the market under the name of viscometer, or viscosimeter, for measuring the viscosity of the glue solution. While they vary in detail they are in principle a burette, or pipette, through which the glue is allowed to flow at a given temperature. A burette (figure IV) is a fine graduated glass tube, open at one end, and narrowed at the other to an almost capillary tube. Near the narrowed end is a tap for regulating the flow of the liquid. A pipette (figure V) is usually smaller than a burette, in all proportions, and has no tap. Flow from a pipette may be regulated by pressure of a finger on the top opening of the tube. The pipette usually is not graduated, but has a "standard" mark. While laboratory tests are made with solutions containing as small as one per cent of dry glue, it is most common factory practice to use 20, 25 or 33 1/3 per cent solutions.

The manner of procedure may be varied to suit individual desires. The initiatory action consists in accurately weighing one part dry glue and two parts water in reasonably small proportions. The water should be cool. Between 50 and 65 degrees F. is a good temperature. Let the glue soak in the water about 12 hours. For soaking purposes it is well to have a vessel about two inches in diameter and four inches deep, fitted with a detachable cover. As an auxiliary to this vessel have another about three inches in diameter and five inches deep, fitted with a perforated false bottom about an inch from the solid bottom. After the glue has soaked the required time, fill the auxiliary vessel approximately half full of hot water. Heat, in any convenient way, until the water reaches about 200 degrees F. Then put the vessel containing the glue solution into the water. (See figure VI.) Keep the heat on until the glue is thoroughly dissolved. Then the water should be about 212 and the glue about 190 degrees F. Then open the vessel containing the glue and stir the mixture until certain there is nothing left undissolved. Lift out the vessel and take the tempera-

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at our plant, which are to
be used in manufactur-
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Government



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PICKREL WALNUT CO., St. Louis, Mo.

ture of the glue. Stir the solution gently until the temperature has been reduced to the standard point decided on for making the viscosity test—187 to 175 degrees F. according to individual desire.

If a pipette is used to test the flow, insert the lower end well into the solution, and, with the other end in the mouth, draw in until the pipette is full to the standard point. Hold the tube easily between thumb and finger, and with a watch take the time necessary for the solution to run out of the tube. The best results with a pipette are obtained with a stop watch.

If a burette is used, the solution may be poured in the top, and the tap turned when ready to take the time of the flow. In any case be sure to immerse the instrument used in warm water, before using, and endeavor to have it at the same temperature as the glue solution.

Another way is to have a copper vessel with a tap—as on a burette—at the bottom. This vessel should be about the same size as the one in which the glue solution was made. It may be warmed, in the auxiliary vessel previously mentioned, while stirring the solution to reduce the temperature. Then pour the solution into this vessel. Now bear in mind that the principle is the same whether the time is taken in letting a certain amount out of a vessel, or in putting a certain amount into a vessel, providing the same method of operation is used. So, if using a large viscometer, have a jelly pan—description follows under jelly tests—marked at a standard point, and take the time necessary to fill the pan to that point. After taking the viscosity test the same glue may be used in making the jelly test.

The jelly test is based on the comparative resisting power of various glue jellies. In glue factories the "jelly tester" is one who is so expert as to be able to make accurate tests by finger pressure. Various mechanical devices have been perfected for the purpose of giving a quantitative expression of the strength of the various jellies.

Whatever method is used the jelly should be allowed to cool to a temperature of about 60 degrees F. before taking the test. It will take some time for the glue to come down to that point, anywhere from six hours up, according to what means are used for cooling. Care should be taken not to cool too rapidly, thereby giving the jelly surface a different consistency than the body. For a "jelly pan" in test work the operator may use any cylinder shaped vessel of a size appropriate to the amount of mixture being used.

The most common jelly tests are the shot tests. These are either very similar to, or modifications of, the original Lippowitz shot test. In this test the glue solution is run into a cylinder and allowed to set. A metal strip, with a perforated center, is slipped over a metal rod, to the lower end of which is soldered a small convex button, or disc. A funnel is placed at the top of the metal rod. The convex surface of the disc rests on the surface of the jelly, and shot are slowly poured into the funnel until the disc penetrates the jelly. The combined weight of the disc, rod, funnel and shot is taken into consideration. The

greater the amount of weight the jelly will stand, the greater its consistency. The method, illustrated in figure VII, is largely used, and is fairly reliable on glues of light color and of neutral, or almost neutral reaction, but its value must be considered merely comparative, and on glues having a strong acid reaction it is of little value.

A modified form of this test consists in resting a small brass cup directly upon the glue jelly, and dropping the shot into the cup. When the cup has penetrated to a certain depth, the combined weight of the cup and shot gives a figure which may be used to express a comparative strength of the glue with the standard adopted.

Another jelly test, illustrated in figure VIII, is made by pouring the glue solution into a cylinder shaped vessel having a diameter of about three inches, and of such depth as to allow the glue layer a thickness of $1\frac{1}{2}$ to 2 inches. This may, of course, be varied according to the vessels at command, but it should be the same for all samples. While the solution is still warm, a circular metal disc one inch in diameter, to the center of which is fixed a stout wire, is inserted. The wire is kept in a vertical position, by any convenient means, until the solution has jellied. The vessel is fastened down, and the wire attached to one end of a stout balance. Weights are then placed in the other pan of the balance until the disc is torn through the jelly. The greater the weight the tougher the jelly, and the stronger the glue. It is claimed for this method that the variations due to the surfaces of glue jellies are obviated.

There are more accurate and complicated methods of making these tests, but it is believed that those described will be found easily applied in the average factory.

Smooth Cutting as Quality

Smooth cutting is distinctly a quality in veneer, whether it be sawed, sliced or rotary cut. Its importance depends some upon the use of veneer, whether it is fillers of plain stock to be used in builtup lumber with other fine finish or whether it is face veneer. But smooth cutting plays a prominent enough part to be classed as an important element in quality.

If it is sawed veneer, saw marks make necessary extra heavy sanding to finish off the veneer, and this means more than the extra work it costs. Heavy sanding is seldom so well done but what it will impair the quality of the face and finish. The ideal finished face is one which is very smoothly cut so that light sanding and scraping will finish it off. It is then one gets the best in both texture and figure effects. There is no bruising, battering or distorting of the fibers by heavy sanding, and the face presents when finished a live, pleasing appearance.

The same thing applies to sliced or rotary cut veneer. If there are gaps or bruises on the cutting knife or pressure bar which make scratches on the face, the face must be sanded or scraped off until all the scratch disappears. This means not only extra work, but the possibility of actual damage to the face wood in the process of cleaning. Where veneer is cut very thin, as is quite commonly the case today, heavy sanding or scraping to finish off rough cutting may spell ruin to the whole job.

So any way we look at it, rough cutting is objectionable and smooth cutting takes on distinctively an element of quality. The time is here, too, when discriminating buyers look to the quality of the wood and likewise consider the beauty of figure in face veneer.



Dry Veneer and Good Glue Essential

Aug. 19, 1917.

Friend Jim,

I was glad to get your letter and hear that you and Steve Murray is friends again and that the old man thinks may be theres something in the argument about not laying the faces and cross banding at the same time on live ply work. You aint had time yet to prove it becaws the stull you laid since I wrote aint got to the rubbers yet, but when it does you will find it o.k. Any time you think that I can help you out, Jim, you know the address.

You want to know how to find out more about veneer room work. Well jim you got to use your bean all the time. Any time trouble comes up any where in the works that you hear about you want to help find out what was at the bottom of it, no matter if it is in the finishing room or some place else. And every time a drummer comes along just listen to what hes got to say. He might never say anything that has to do with your job. Then again he might say a whole lot. If you work it right you can get a lot out of a feller that sells glue or veneers or any thing. Those drummer buds fly in lots of different fields and pick up lots of good things and they are bound

to leave some with you if you stick around and ask questions like you didnt know any thing instead of pretending to know it all.

Again, theres a lot of trade papers that come to the office every month. Get hold of some of them and read them. They have lots of good stull. I subscribe to some of them myself because I like to have them to look over and see how other fellers does things.

Well Jim, things is mostly going good on my job, but the other week we had some trouble with blisters and veneers peeling. It wasnt because of bad glue like I wrote you before, but nobody seemed to know what the trouble was. All the glue men said they done things just the same all the time. But Jim, I say every time you have trouble you got to get to the bottom of it so the same thing wont happen agin. So I began digging around and I got Mike Gibbons off to one side and told him I thought somehow he got hold of some stock that wasnt dry. Mike is head glue man an next to me and he acted like a sheep but admitted that one day there was a rush order and they had to use a bunch of cross banding that had just been unloaded from a new lot. He said he thought it was dry enough caws it was supposed to be dried at the mills. Well I got a little peevish and balled h'm out. Told him if some one cracked his head it wouldnt do no harm but would rid the world of one numskull. He knowed he done wrong, caws that wet crossing made all the trouble and because a guy got nervus over a rush job and done a thing he ought to, the rush job is going to be way behind and every one will catch more or less hell.

Jim, you will find as you go along that more trouble comes in veneer work from using stock that is not dried right than from bad glue or any other thing. Take that cross banding. It may have been dried right at the mill, but we had a lot of rainy weather while it was on the way to us and it was a small shipment and did not come in a full car. The freight guys what handled it likely thought a little rain wouldnt hurt wood like that, or if they thought at all didnt care a cuss and let it get wet while changing from one car to another at places where they make changes to keep cars from being almost empty when they pull them away. Of course, Mike hadn't an awful lot of stull, and, being in a hurry, took a chance, even though he wasn't supposed to use it until it had been put through the redrier. He was fooled, but he ought to know better next time.

Lots of people can get fooled as to how dry veneer is, and think it is dry when it isnt. You can try it yourself some time by taking two sheets of veneer that seem to be dry. Make them the same size, of course. Leave one

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 a complete line of
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Our introduction to the trade of this now well known and approved cabinet wood dates back to 1911. This long experience and specializing—from the selection of the trees in the woods to the cutting of the veneers—certainly qualifies us to serve your requirements to best advantage—choicest figured veneers at reasonable prices.

To enable you to select the character of wood that is best suited to your particular work, we recommend that you permit us to submit for your inspection, full sized samples, which are sent express prepaid.

The demand for Figured Gum furniture is sure to considerably increase now that the Government is needing all the Walnut and Mahogany timber available.

*Why not investigate the
Figured Gum proposition?*

THE LOUISVILLE VENEER MILLS

INCORPORATED

LOUISVILLE, KENTUCKY

of them as it is. Put the other in the dry kiln or drier, or some place where it can dry out some more. After an hour or so take it out and measure it with the piece you did not dry and if you find it is smaller you can bet it was not dry. Veneers will shrink a lot in drying. Most of the shrinkage comes in the width, but some of it will come in the length. Some woods will shrink more than others and if you want to learn about it just try some and keep the records. You will be surprised. The day after I found out about Mike using that moist cross banding I mentioned it to a veneer drummer that happened along and he told me that he had known instances of poplar cross banding shrinking as much as two inches in a three-foot piece.

Well, Jim, you are good enough veneer man to see what is going to happen if you have some panels 18 or 24 inches wide and you think the stock is dry, but it isnt dry, when you glue it up. If it is possible for this veneer to shrink even as little as an eighth of an inch by more drying and this drying comes after it is in the panel, the result is most apt to be a bad panel. It will show cracks, or warp, or buckle, or pull away from the glue. Of course, you aint apt to have much trouble on that score because you redry all your veneers, but I thought Id tell you what can happen if someone gets careless in a rush. Already I had two cases of trouble here in three months on account of carelessness. Once carelessness with glue like I wrote when we mixed stale stuff with fresh glue and this time with using veneers not dry enough. Jim, as I go along from day to day the more I find that carelessness makes most of the trouble everywhere in life.

Your old friend,

HEN.

P. S. I didn't say anything about Sue because I wrote all but this ending out in North park in Chicago this afternoon. Me and her was out there all day. She helped me with some of the words. We had a lunch that she fixed up and it was fine. She dont belong to the big city any more than me. She lives out in Hazlehurst, Ill. She wrote her folks that I was her friend and they ast her to bring me out some time. So we are going there for Labor Day and the Sun. before. Maybe I will have some news that will surprise you after that.

John N. Roberts & Co., veneer manufacturers of New Albany, Ind., who have been operating at that point for several years, have filed articles of incorporation, listing a capital stock of \$95,000, and naming John N. Roberts, Roy L. Pickerel, Harry S. Willard and others.

The Indiana Veneer and Panel Comany, New Albany, Ind., has started work on a large warehouse building adjoining the plant. It will be used for storing veneers.

The smallest veneer slicer is called a microtome, and it is used to slice substances for viewing under the microscope. Wood is only one of the materials which it reduces to very thin slices. The thinnest sheet of veneer that the ordinary slicer can cut is one-thousandth of an inch thick; but the microtome will cut slices only one-fifth of that thickness. Wood is of such a porous nature that a sheet less than a thousandth of an inch thick will fall to pieces unless it is imbedded in gelatin before being sliced.

Studying American Lumbering

During the past two or three years a representative of the forest service of India, F. A. Leitch, has been in the United States studying methods of lumbering and equipping himself with our logging and sawmill machinery and mill site plants. He spent some time on the Pacific Coast then went to the Forest Products laboratory at Madison, Wis., spending short time in Chicago, and will visit the yellow pine regions of the South and about August 1 he expects to sail for England and then reach India about December, after an absence of two years, again studying the lumber business in various parts of the world. He has been connected with the forest work of India for two or three years, first in Northern India near the southern base of the Himalaya mountains and during the past twelve years in Burma with headquarters at Rangoon.

It is his purpose to introduce into India improved methods and machinery so far as practicable and he has made a special effort to investigate machinery with a view to installing plants after reaching home. Though his visit has been as a representative of the government of India, it is his purpose to place at the disposal of private companies the information gathered on the trip. He is interested in lines other than logging and sawmilling, and has made a study of coprauge, box making, and veneer machinery, as well as dry kiln methods and plants. He is particularly impressed with the belief that an opening exists in his country for veneer enterprises. Little veneer is now being cut in India though suitable timber is abundant.

The annual cut of lumber in the city of Rangoon totals 400,000,000 feet, board measure, mostly teak, which is rafted hundreds of miles down the river before reaching the sawmills. There is plenty of timber in that country, though it is necessary to go far back into the interior to get it.

The Truth About the Supply of Mahogany

This article is written for the purpose of correcting an erroneous impression that appears to have gained currency that mahogany lumber is no longer available for commercial purposes, as such is not the case.

The fact is only about thirty per cent of the supply of mahogany lumber is required for government purposes. The remaining seventy per cent consists of plain and figured F. V. S. of good widths and lengths, No. 1 common, No. 2 common, shorts, etc., and is available for the commercial trade.

All indications point to an ample supply of mahogany for commercial purposes for the balance of the calendar year 1918.

It is also permissible to manufacture highly figured mahogany logs into veneer, and the quantity of such stock now available is sufficient to take care of the present trade requirements.

The Boersen-Zeitung of Berlin states that airplane woods have become so scarce that it is a serious problem how the factories are to be kept going. Wood that was formerly rejected on account of defects is now used. When obtainable at all, ash costs \$225 a thousand feet in the log, which of course includes good, bad, and indifferent, and even as poor a wood as alder costs \$110. For some time it has been apparent, from inspection of captured airplanes, that the Germans were using inferior wood in their construction.

Hornet nest is sometimes cited as an example of veneer because it is a thin sheet of wood; but, strictly speaking, it is not veneer, but a fiber board, because it is composed of minute pieces of wood pressed and glued in a sheet, while veneer is all one piece. Nevertheless, the hornet is a pretty competent manufacturer of thin wooden sheets, and it is remarkable that it was only about 200 years ago that the discovery was made that hornet nest is wood, though men had seen the nests and had been stung by the manufacturers since time out of mind.

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Vegetable Veneer Glue

(PATENTED JULY 2, 1912)

805 J. M. S. BUILDING
SOUTH BEND, INDIANA

Veneer in Sewing Machine Cabinets

Finely Figured Woods Are Popular for this Purpose

SEWING MACHINE CABINETS constitute one of the most prominent lines of veneer consumption in the country. Most of the veneer used here is in the form of built-up work, some in comparatively heavy tops and some in covers and drawers of three-ply made into shapes which call for ingenuity and form work.

Beautiful figure enters into machine cabinet work, and the consumption of face wood here is not only of great volume, but includes some of high value and conspicuous figure. It is noticeable that while taking a fair share of imported woods, the machine cabinet has contributed greatly to the use and display of the better quality of our native woods. Many of the woods which have been used for what is termed the cheaper work, the fillers and centers, have also furnished in clear and better figured stock some of the excellent faces.

It is a little difficult to get positive data on the veneer consumption in sewing machine cabinets. The statistics of the Forest Service indicate approximately 60,000,000 feet of wood used annually in the making of sewing machines. This, of course, includes some solid wood, but at present the main element of wood entering into sewing machine work is veneer. The two big items in this are supplied by red gum and oak, each of which furnishes approximately 20,000,000 feet a year, much of which is cut into veneer and used for making tops and cabinet parts for sewing machines.

The available statistics would indicate that oak, while not supplying quite so much raw material as gum, does furnish a larger percentage of the face wood because not a great deal of oak is used for centers, whereas gum is quite commonly used for this purpose.

In addition to a little better than 20,000,000 feet of red gum used annually, most of it in the form of veneer, in the making of sewing machine cabinets, there are about 2,500,000 feet of tupelo.

The wood next in importance in quantity is poplar, of which the sewing machine trade has been using about 8,000,000 feet, largely in the form of veneer. Poplar is a favorite wood for crossbanding, having practically no superior among the native woods for this purpose, though it is seldom if ever used as a face wood. Gum, which is now quite extensively used as a face wood, has been crowding poplar considerably for crossbanding and for fillers, largely because of a better understanding of gum and because of the scarcity and high price of poplar.

Black walnut, which has of recent years come into high favor in the cabinet world, has always found favor as a face veneer in sewing machine work. Even back in the days when it was but little thought of in furniture, during that period when oak, mahogany and Cir-

cassian walnut held the center of the stage undisputed, walnut found favor in the making of sewing machine cabinets, and this constituted probably the best market at that time for walnut veneer. Naturally, with the revival of interest in walnut in the cabinet world, the desire for walnut in sewing machines has increased. The consumption of walnut for this purpose is estimated at from seven to eight million feet a year, and the quantity consumed does not seem to fluctuate so widely in sewing machines as in furniture, though undoubtedly the call for walnut in this use has been stimulated considerably by its present popularity in the cabinet world.

One of the odd things about the sewing machine cabinet is that mahogany, which has found such wide favor in the making of pianos and furniture, has never attained a very conspicuous place in sewing machine cabinets. The total consumption of mahogany for this purpose is listed by the Forest Service as less than 100,000 feet per year. In fact, there is more sycamore used than mahogany.

No imported wood enters sewing machine cabinet work to the extent of a million feet a year and only a comparatively few native woods. The native woods which enter extensively into this work and the quantity used annually of each, according to the best figures of the Forest Service, are as follows:

Sewing Machine Cabinet Woods

Red gum.....	20,774,280 feet
Oak.....	19,106,250 feet
Poplar.....	8,039,244 feet
Black walnut.....	7,796,815 feet
Tupelo.....	2,200,000 feet

Of the woods used of which less than a million feet a year enters chestnut leads, with a little more than half a million feet, followed by cottonwood, basswood, and birch, in the order named, after which come sycamore, mahogany and yellow pine.

From this it will be seen that the sewing machine cabinet, which is made up largely of veneer, depends in the main for its supply of wood upon gum, oak, poplar, and walnut.

California laurel is among the most finely figured woods of this country, and it ought to be in demand for veneer, yet statistics of veneer production in the United States do not so much as mention this wood. The unappreciative Californians make bridge floors of stock that is fit for the highest grade furniture, finish, and musical instruments. In 1868 a Boston manufacturer got enough veneer from one laurel log to bring \$2,000.

Some of the most valuable veneers are cut from walnut burls, by either the rotary or slicing method. The growth of the burl, which usually resembles a door knob in shape, is such that it contains very fine figure and color effects. The burl is an abnormal growth supposed to be due to a mass of buds which are unable to break through the bark, and wood with distorted fiber forms round them.

WOODS

the American product. The specific gravity of the dry wood averages very closely to .509. The physical and mechanical properties of the wood from Grand Bassam and from the other locations, both above and below, from the rest of the continent, Honduras mahogany of the same weight. According to the writer, it is being used in the manufacture of combat propellers, and is probably as the supply, limited by transportation facilities, of the continent.

The mahoganies have various characteristics which adapt them to propeller manufacture. One of these is the fact which the wood can be worked with tools, as mahogany, and is enjoyed the highest reputation as a cabinet wood. It is also comparatively inert to changes in atmospheric conditions, and its natural and shaped will warp, shrink and "work" less than almost any other wood, though of course it falls short of being perfect in this regard. Again it has no distinct lines of cleavage, and is not subject to local injury, such as being pierced by bullets, with the tendency to split up or shatter. Still another feature is that the shrinkage in both the radial and tangential planes is approximately the same, while in many of our woods the tangential shrinkage is about twice as great as the radial, thereby setting up severe internal stresses with every change in the moisture content.

In using African and American mahoganies for propellers it is desirable to keep from mixing the species in the laminations, simply as a measure of precaution. The question of distinguishing the two grades is therefore of importance and is giving some of the manufacturers and inspectors trouble. The feature which seems to be the most reliable for separating these woods is the presence in *Svetznia* of narrow white layers (sometimes polished) which appear on the ends like growth rings, while in the *Khana* there are no such lines of wood-parenchyma, although growth rings may appear more or less distinctly. Sometimes these light colored rings are evenly spaced from one-eighth to one-half inch or even more apart and again they may be very close in places and more or less irregular and wavy. Once this feature is recognized the woods can be spotted instantly without the aid of a hand lens, if the ends are fairly smooth. Another thing is the presence on some specimens of American mahogany of "ripple marks" or fine cross lines like the teeth of a flat file. These are often quite distinct to the naked eye on the smooth tangential or flat sawn surface, and so far as the writer knows are not found in the African mahogany or in Spanish cedar. The absence of these lines does not signify anything, but their presence can readily be made use of by anyone. When the writer pointed out these cross lines to an old cabinet maker he said: "Well, I have been working with mahogany on and off all my life, but this is the first time I ever noticed those things. They are easy enough to see when you know what to look for. I thought at first you had reference to the planer marks."

The white mahogany or prima vera (*Tabebuia donnellsmithii*) is being tried out for propellers. This tree makes its best development in southwestern Mexico and the northern part of Central America. It is not closely related to the true mahogany, but belongs in the catalpa family. The wood is of a light yellow color, rather fine and uniform textured, usually with ribbon grain, takes a good finish and has good cabinet qualities. It is somewhat lighter than average mahogany (specific gravity about .420) and in bending tests has proved to be somewhat weaker. In hardness and compression tests it exceeds most specimens of mahogany except the dense grades.

The woods sold as Philippine mahogany are causing the propeller makers and inspectors more trouble than all others combined, due largely to the question of identification. Two general grades are recognized, the red luanan and the tanguile groups. The latter is used in training propellers, but no Philippine wood is now permissible in the combat type. Since these woods have more or less resemblance to the genuine mahoganies it is not surprising that the manufacturers and inspectors to whom the woods are now are finding it difficult to keep the species and grades separate.

The name Philippine mahogany applies to a whole group of woods which belong to a family known as the dipterocarps and which are

not related to the true mahogany. In their native markets the woods are not so generally known as in any kind of mahogany, but unfortunately they are so generally to the export trade. Most of them belong to the genus *Shorea*, which includes about twenty species, about one half of which are of commercial importance. The writer has given the woods considerable study, and if there is any means which will identify the species can be separated with certainty he has yet to find it. The problem is almost identical with that presented by our southern pines, whose woods so intergrade that botanical distinctions have to be put aside and the material classified according to its quality. The Philippine woods show as wide a variation within the species, depending upon the conditions under which the trees grow. Tanguile from the province of Bataan is reported to be the best, hence the names "Bataan mahogany," "Bataan tanguile," or merely "Bataan." For practical purposes red luanan includes the lighter grades and tanguile the heavier and stronger kinds of the so-called Philippine mahogany.

The principal objections to Philippine mahogany are the difficulty of seasoning, the tendency to warp and check, and the rather poor cabinet qualities. Some grades are very harsh and almost impossible to finish smoothly. In fact some cabinet makers can identify such grades in the dark by merely passing their fingers lightly along the planed wood, for no matter how carefully it is worked down the natural wood will feel prickly against the grain. When properly finished, however, the wood presents an excellent appearance.

The separation of Philippine mahogany from the genuine offers no difficulty to anyone who is willing to take a little trouble to master a few details. In the first place the pores have no red gum in them, such as one finds in *Cedrela*, *Schottia* and *Kluya*. Of still greater value are the resin ducts, which are characteristic of the dipterocarps as they are of the pines. These appear in narrow white lines or circles, sometimes like growth rings, sometimes very short and irregularly disposed. If the end of a piece is cut smoothly with a sharp knife and examined with a hand magnifier it will be noted that these white lines are like rows of little white beads, each bead corresponding to the end of a resin duct. As previously stated, some of the hard mahogany has its pores filled with lime, but these will not be confused with the resin ducts just mentioned if it is remembered that the ducts are characteristically in tangential rows instead of being scattered about as the pores are. The trouble with such characters as this is that most people identify woods only by the general appearance and do not take the pains to make use of the finer distinctions employed by the wood technologist. With the increase in the number of foreign woods on our markets and the likelihood that this is only the beginning it would seem that now is a good time for the wood-user to get more closely acquainted with his material. To this end a small hand magnifier, a sharp knife, and a disposition to use them are indispensable.

The Fertilizing Value of Ashes

While we have some data of the quantity of potash recovered from wood ashes in this country and are encouraging conservation and use of ashes for fertilizing purposes, in Italy and other parts of Europe this matter has been gone into more thoroughly and more specific data is at hand as to the actual fertilizing and money value of ashes.

In Italy statistics have been compiled showing that as a rule one ton of different woods produces the following quantities of ash and potash.

Wood	Ash Pounds	Potash Pounds
Elm	55.11	8.60
Oak	29.76	3.31
Beech	12.78	2.80
Ash	26.90	1.63
Spruce	7.50	1.00

It is figured that there is an average of from six to ten per cent of potash in wood ash. This and the value of the potash are determining factors in the value of wood ashes.

Modern Hardwood Operations

MEMPHIS BAND MILL CO., MEMPHIS

The Memphis Band Mill Company, Inc., has been in operation since 1912; this company having been preceded by J. F. McSweeney & Son which was preceded by the Memphis Sawmill Company, all of which operated on the same site. James F. McSweeney, Geo. McSweeney of Memphis and O. A.

Felger of Grand Rapids are the principals in the company, as they have been since the activities of the old Memphis Sawmill Company. During all of these years the watchword of the institution has been "quality," and this word has been used not only as a slogan but as truly representing the business policy of the company's officers. The personnel of the institution is now made up of J. F. McSweeney, president; Geo. McSweeney, vice president; O. A. Felger, secretary and treasurer and R. T. Cooper, sales manager. The company manufactures all kinds of southern hardwoods, cutting its own timber and converting it with skill and care into materials best adapted to the furniture and interior trim trade. The cut runs about sixty per cent oak and ash, the balance being gum and other hardwoods.

The Memphis Band Mill Company has an ideal operation, not only because of its equipment, but because of the close working interest which the principals take in the business. All are experienced lumbermen with many years of live service behind them. J. F. McSweeney is an old-timer, having come from the lumber woods of Canada, where he was brought up amidst the surroundings made familiar to all of us by "The Man From Glengarry." In fact, he hails from that very region and some of his relatives are the basis upon which some of the characters in that famous



MAIN OFFICE, MEMPHIS



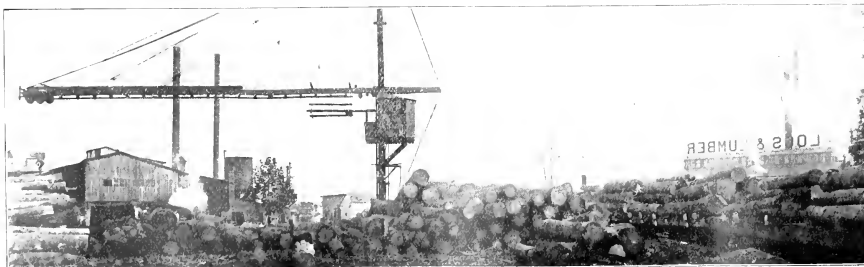
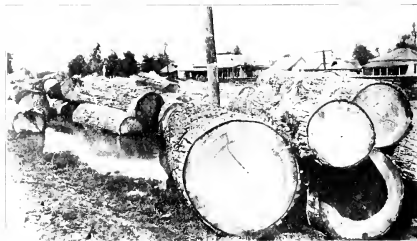
SOME FINE ASH ON MEMPHIS YARD



LOADING OUT ASH



COTTONWOOD LOGS READY TO GO TO THE MILL



PANORAMA OF MILL AND LOG YARD AT MEMPHIS



6000 FEET IN THIS COTTONWOOD

book were built. He later went through the white pine days in Michigan and has many interesting experiences and observations to relate when reminiscing over old lumbering days.

Geo. McSwain, his son, is just as truly a lumberman as his father and has passed through a course of real experience in acquiring his knowledge of the business. He is generally credited to be about the best sawyer



SOME MORE CLEAN, SOUND COTTONWOOD

all the way from the woods clear through to the shipping out of the boards from piles in the mill yards.

The company, as stated, operates its own timber, cutting from 3,000 acres in Mississippi within forty miles of Memphis. It has two mills, one a large band mill at Memphis and one circular mill at Tchula, Miss., the latter cutting chiefly tupelo, cypress and red gum. The timberlands were



THE MEMPHIS YARD IS WELL TAKEN CARE OF

of the Memphis mill. A 100-mile-long line of ash cut running 104 miles in Arkansas within seventeen miles of the city of Memphis. The accompanying illustrations show the character of timber on these lands.

The logging timber described here more than passing mention as it is really one of the most unusual bodies in the southern hardwood area. This is well both from the standpoint of the size of the trees and of the abundance of the stumpage. The accompanying pictures are merely suggestive of the splendid appearance of this tract, which was bought from a well-known estate a few months ago.

The company is making all plans now for operating this tract either on leased rail or rail purchased outright for this work. A logging line is now being installed and in the very near future the work of getting out the timber will begin. The logs will be taken to the mill at Memphis, and being all very fine stuff (as can easily be seen from the photographs), its cutting will be carefully supervised. Certain sections have already been tapped and the logs hauled to the adjacent rail lines and the timber converted. However, the main body will be worked up by the logging road referred to.

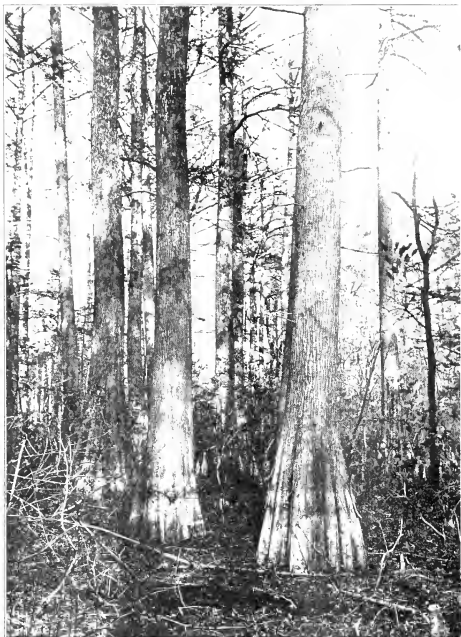
All the logging is done by contract, the logs being hauled from the Toluha mill to the Memphis mill via the Illinois Central and Frisco railroads.

The Memphis plant covers some fifteen acres including the yard which normally contains a stock of well over six million feet, principally oak and ash. This plant has two hundred employees and is modernly equipped with up-to-date machinery throughout. The band mill carries an 11-inch saw 8 feet in diameter. This mill cuts 50,000 feet daily.

One of the features of this plant is the electric crane which is used for handling logs on the log yard. This is illustrated in one of the accompanying photographs. It can unload 24 cars of logs a day.

The company puts out a very fine line of lumber at the Memphis mill where it is all very carefully piled with plenty of sticks and before shipment to customers is allowed to air-dry on the unusually high sawmill yard.

In its page ad on the front cover of this issue, the Memphis Band Mill Company maintains that its aim has never been to accumulate vast supplies of standing timber. This is literally true. The company has made a distinct policy of figuring the cutting value of its logs to the last possible quality of boards produced and so has operated on its timber as well, preferring to make a selection on the basis of quality as the occasion presented itself rather than laying large tracts where the quality could not be so easily determined.



FINE STAND OF CYPRESS

Creosote from Hardwoods

The creosote generally used for wood preservation is made from coal tar, but it is claimed that a further source of wood preservatives in this country may be found in the tars produced by the destructive distillation of wood. These are of two kinds, those from hardwoods and those from coniferous woods. At present these tars are a waste to the plants producing them, and are either burned or thrown away. In the crude state they are absolutely unsuited for wood preservation. It is possible, however, to refine them and produce oils comparing very favorably with coal tar creosote. One sample of creosote produced from hardwood tar that was submitted to the Forest Products Laboratory at Madison, Wis., was more toxic than coal tar. Its toxic limit in the case of the fungus *fungus annosus* was between 0.12 per cent and 0.24 per cent. Its specific gravity, range of distillation, specific viscosity, ease of penetration into wood and volatilization from wood were about the same as the creosote used for comparisons, the latter being a commercial product of good quality. It was much more corrosive in its action on flange steel than the coal tar creosote, although this was but little greater than the corrosive action of a three per cent zinc chloride solution. It would seem possible to further refine this oil and remove this objection.

Several concerns are now said to be prepared to manufacture refined hardwood creosotes, and it seems likely that at least 10,000,000 gallons annually could be placed on the market.



ASH

YELLOW BARK OAK

2000 FT. ASH



The Lumberman's Round Table



Time to Consider Help

Now that help is available in the form of a new type of machinery, it is time to consider the possibility of using it.

Most of the attention has been directed toward the use of machinery in the lumbering industry, but it is time to consider the possibility of using it in the mill.

A very successful example of the use of machinery in the mill is the case of the mill in which the use of machinery has resulted in a saving of 10 per cent of production costs of lumber, etc. By the use of the machinery, it is possible to produce lumber at a cost of 10 per cent less than the cost of producing it by the old regime.

The subject of modern operations in lumber mills which could be performed in a more accurate and efficient manner as well by machines is a subject which has not been fully considered.

The next time you are in a mill, look into the use of machinery in the mill. The change in the way of doing things will show you the way to save time, labor and money.

The Practical Sawmill Man

There is one man who always, as a rule, is a jobber, and who never has to worry about what he is going to do next. That is the practical millman, who knows timber, who understands mill construction and operation, and who knows how to run a mill and run a yard, whether in connection with a mill operation or in a shipping business.

The man of this type frequently does not understand marketing methods, and it isn't likely that one could hold complete information on both subjects. It is so close to the mill that he is out of touch with the consuming factors, and hence he often has as partner a man whose principal business it is to sell the product and keep customers' accounts on the books. That sort of combination is usually very successful.

The millman, however, is the more essential of the two. It is possible to get along without the marketing assistance, especially when conditions are as they are at present, but it is impossible to run without the right kind of sawmill expert at the head of the manufacturing operations. A lot of money has been lost in the hardwood business because of the lack of the practical knowledge of how to organize, build and operate a sawmill, and because of the lack of one good man to handle that end of the business.

A certain hardwood man from Kentucky recently went into a southwestern state and established a mill. He has organized a company, and sold stock in it to other lumbermen, not merely to personal friends, but to people who know that the mill will succeed because of the sound practical knowledge possessed by the man in charge of it. That kind of management induces confidence, and while it does not absolutely insure success, it eliminates a lot of the hazards.

The rising young lumberman can do no better than apprentice himself to a practical millman of this type.

Honesty in the Lumber Business

The lumber trade has its troubles, of course. All businesses do. Yet it is only fair to say that the number of failures of the kind that make credit men pessimistic on the subject of human nature is smaller in this business than a great many others that might be named without any difficulty. But comparisons are odious, and so none will be indulged in.

In how many lines, for instance, would the following incident happen?

A lumberman in the northwestern part of the United States had a yard in the south. He had a contract to deliver 100,000 feet of lumber to a customer in the south. He had a contract to deliver 100,000 feet of lumber to a customer in the south.

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The Insurance Engineer

The War Relocation Authority regards the matter of eliminating the losses of fire insurance as important enough to refer to the organization of a fire insurance committee.

The insurance engineers are men whose work is not to repair the damage caused by fires, but to assist in preventing them, by indicating the hazards and the means of correcting them.

The engineer of this type is a comparatively new development in fire insurance, and his worth is recognized by the assured as well as by the carriers of insurance.

The lumberman who can get the services of a qualified insurance engineer in connection with fire prevention efforts around his plant is fortunate, and should make the best possible use of this assistance, by carrying out whatever recommendations may be made.

Providing for Women Labor

The increased number of women being used around veneer and woodworking and lumber plants of various kinds brings forward the proposition that labor regulations usually provide special facilities for them, and that the employer must see that sanitary and toilet provisions for female help are up to the standard provided in the labor laws and in the factory regulations.

This is not unreasonable, it should be noted, as it is necessary that women workers be given the benefit of the facilities called for. Their physical condition is such that they are more likely to succumb to fatigue and disease than men, and therefore this should be taken into account in making arrangements for their comfort and convenience.

The matter of food provision is one of the most important that experts on this subject insist on. Cold lunches are seldom palatable, and usually contribute to the mid-afternoon let-down in labor efficiency which has frequently been noticed. Lumber manufacturers are giving more attention to this subject, for the benefit of help of both sexes, and it is certainly true that looking more closely after the food consumed at the noon hour by employees will have a bearing on the character and amount of work done in the afternoon.

Advertising counts only when you really do it. Talk about advertising and speculation on the amount of returns that may be obtained furnish some light on the subject, but it takes the actual advertising to bring results.

It is often found necessary to combine hardwood lumber and veneer for shipping purposes and in many instances manufacturing industries are finding it desirable to combine sawmilling and veneer cutting to realize the highest value from their best logs.

The Mail Bag

B 1194—Fireproofing Ash

Philadelphia, Pa., June 21. Editor *HARDWOOD RECORD*: We have a carload of ash lumber for shipment from a southwestern point, which is to be fireproofed before going into the work. It is intended for, and we would appreciate any information you can give us as to location of any party who is in position to do this work. This is for government order.

B 1195—Wants Poplar or Cottonwood Brum

San Francisco, Cal., June 21. Editor *HARDWOOD RECORD*: We are asked by one of our customers to try to obtain for him 12 to 18 pieces of poplar or cottonwood brums to make wood polishing wheels about 4" thick, 40 to 50" diameter. Could you supply us with anything like this or put us in touch with someone who will be familiar with getting out this class of stock?

Kindly advise at your earliest convenience, giving us particulars as to price and delivery. Our customer could wait for delivery three to four months.

B 1196—Good Plant to Offer

Wilmington, Del., June 29. Editor *HARDWOOD RECORD*: We would like to bring to your attention the fact that we have a plant at Newport, Del., containing five acres with large building 70x200, with 18-foot overhead clearance, and 12 feet of steel sash on all sides, with a 200-foot set of saws cutting on roof. There is also one wing 50x100, and another 60x70 opening into the main building.

This property is on the line of the Pennsylvania railroad between Philadelphia and Washington, and has a railroad siding in the property and on the other side the Christiana Creek, on which shipments can be received by water.

We are writing thinking that perhaps you might know of a specialty in the lumber line, such as treenails or something of this character wherein we could manufacture small portions of lumber and special articles in demand, or know of someone who might desire to rent such a building.

With the Trade

From a "Buck Private" to a Lieutenant in Eight Months!

Lieutenant R. P. Huddleston enlisted in the 7th Regiment of New York on July 29, 1917. On August 10 he was transferred with some 350 others to the 69th Regiment. On September 5 he was promoted to a sergeant, and on October 29, 1917, sailed for "over there" with the Rainbow Division.

He was not long in actual service "over there" when he was recommended for further promotion. So after a term in a training school he was on May 13 commissioned a lieutenant, as of April 1, 1918.

This most rapid advance on the part of "R. P." is best known by his business associates and friends, is no surprise, as he has simply carried into his military endeavor the same characteristics he showed in his business life.

Lieutenant Huddleston is the oldest son of R. S. Huddleston, president of the Huddleston-Marsh Maloney Company, Chicago and New York, and was a director and department manager in that firm at the time he enlisted.

J. B. Wall Contributes Nobly

HARDWOOD RECORD is indebted to J. B. Wall of the Buffalo Hardwood Lumber Company, Buffalo, N. Y., for the photograph of his son, John H. Wall, shown on this page. John H. is second lieutenant and is now located in charge of soldiers working in one of the sawmills at Aberdeen, Wash.

Maurice A. Wall, another son, is with the 311th Infantry and is now corporal serving somewhere in France.

John H. is twenty-six years old and Maurice A. is twenty-nine years of age. Both boys were with their father at Buffalo for a number of years before going into the service, and had been on the road in the sales end.

E. D. Galloway

Through the death of E. D. Galloway at Howell, Mich., on Saturday, June 29, one of the most widely known men in the hardwood field passed away. Mr. Galloway was sixty-eight years old and had been active in the lumber business for a great many years, and had probably covered more mileage in his travels around among the trade than almost any other man in the business.

He died suddenly of heart failure when seemingly he was in good condition. He had returned a couple of days before from the forty-fifth anniversary meeting of his class at Ann Arbor, Mich., having graduated from that famous institution forty-six years ago. It was a singular fact that Mr. Galloway died in the house in which he was born, and in which he had lived all of his life except for a few years spent outside, and which since the death of his parents he had owned personally.

Mr. Galloway is known practically from coast to coast and from the gulf to the lakes. He had always been closely associated with the selling end of the business and had substantial interests in hardwoods. He was best known for his association in the Galloway-Pease Company, located at Saginaw, Mich., and Poplar Bluff, Mo., and Chicago. The sales offices are now in Chicago, M. L. Pease being located here in that connection.

Mr. Galloway was buried on Monday, July 1. He leaves his widow, who will continue to reside at Howell, Mich.

Dickson-Shannon Will Operate Gladden Mill

The Dickson-Shannon Lumber Company has leased the hardwood mill of C. S. Gladden in South Memphis and will operate this in future, beginning between now and July 15. This firm has been running a mill at Millington, Tenn., about twenty miles north of Memphis on the Illinois Central, but it will shut this down indefinitely. C. S. Lambert, who was associated with the Great River Lumber Company for a number of years and who was more recently connected with the Lambert-Stark Lumber Company at Beaumont, Tex., has returned to Memphis, has acquired financial interest in the Dickson-Shannon Lumber Company and will have active charge of operations of the leased plant. This mill has a capacity of 25,000 feet per day. Mr. Gladden says that he expects to take a vacation for the immediate future and that he has nothing to announce regarding his plans. The leasing company will bring its timber supply to Memphis from timberlands owned by it in Arkansas, Tennessee and Mississippi.



LIEUT. R. P. HUDDLESTON, OF NEW YORK CITY



LIEUT. JOHN H. WALL, OF BUFFALO



THE LATE E. D. GALLOWAY, HOWELL, MICH.

May Bros. Trading Houses

May Bros. Trading Houses, 1000½ N. Main St., Memphis, Tenn., are pleased to announce that they have secured a large quantity of high quality lumber for the month of May. The following are the principal items: 40,000 1 1/2 No. 1 C. & B. End Dried White Maple; 45,000 8 1 No. 1 C. & B. End Dried White Maple; 10,000 5 1 No. 1 C. & B. End Dried White Maple; 60,000 6 4 No. 1 C. & B. End Dried White Maple; 150,000 1 1/2 to 1 1/4 No. 1 C. & B. Hard Maple; 250,000 1 1/2 to 1 1/4 No. 2 C. & B. Soft Elm; 40,000 1 1 No. 2 C. & B. Birch; 115,000 8 1 No. 2 C. & B. Beech.

Huddleston Manufacturing Co.

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Begins Operating New Mill

The Jefferson Hardwood Lumber Company, manufacturer and dealer in southern hardwoods at Pine Bluff, Ark., announces that on July 11 began operating on its new band mill, which has been under construction at Tucker, Ark., during the past sixty days. The company recently purchased 2,000 acres of fine red and white oak, sitting about 9,000,000 feet, and several express tracts with about 2,000,000 feet stand. For the time being the company will cut oak exclusively, this going largely into government requirements.

The mill is located in the center of this timber and the company will use trucks for log hauling.

The officers of the company are: T. R. Ashcraft, president; G. W. Allport, vice president; M. P. Allport, treasurer; R. B. Ashcraft, manager; and J. P. Alexander, superintendent.

C. D. Allen Makes Rapid Advances

On this page is shown a portrait of C. D. Allen, Assistant Surgeon, Camp Hospital, Douglas, Ariz. Lieut. Allen, who has recently passed his examination for captaincy, is the son of C. B. Allen of the Allen-Eaton Panel Company of Memphis.

Lieut. Allen is twenty-seven years old and joined the regular army in February, 1917. He graduated from the Army Medical School in Washington in June, 1917, and was given his commission as lieutenant the same month.



LIEUT. C. D. ALLEN, MEMPHIS, TENN.

We Offer for May Shipment

40,000	1 1/2 No. 1 C. & B. End Dried White Maple
45,000	8 1 No. 1 C. & B. End Dried White Maple
10,000	5 1 No. 1 C. & B. End Dried White Maple
60,000	6 4 No. 1 C. & B. End Dried White Maple
150,000	1 1/2 to 1 1/4 No. 1 C. & B. Hard Maple
250,000	1 1/2 to 1 1/4 No. 2 C. & B. Soft Elm
40,000	1 1 No. 2 C. & B. Birch
115,000	8 1 No. 2 C. & B. Beech

Write us for prices today

East Jordan Lumber Co. Manufacturers "IMPERIAL" Maple Flooring East Jordan Michigan

SAVE YOUR MONEY BY USING THE

RED BOOK Published semi-annually in February and August

It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also operated and the same is open to you. Write for terms.

Lumbermen's Credit Association Estab. 1878

608 So. Dearborn Street CHICAGO Mention This Paper 55 John Street NEW YORK CITY

Lumber Exports in April

The exports of forest products from this country during April, 1918, are summarized in the following list, with comparisons with the exports during the corresponding month last year:

	1917	1918
Round logs.....	\$ 91,786	\$ 30,270
Square logs.....	370,345	129,463
Railroad ties.....	144,405	165,118
Lumber.....	2,231,120	2,929,810
Wooden furniture.....	301,899	306,114
Handles.....	37,402	107,220
Empty barrels.....	221,706	72,728
Box shooks.....	316,692	188,281
Barrel hoops.....	257,729	317,000
Staves.....	26,070	387,247
House finish.....	24,488	20,118
Woodenware.....	.....	25,480
Grand total.....	\$5,112,626	\$6,662,280

Efficient Form of Trade Acceptance

A previous issue of Hardwood Record published an account of trade acceptance form used by the American Lumber & Manufacturing Company, Pittsburgh, Pa. Copy of this form has since been sent in and is reproduced herewith. The form is printed in black, except for the cross acceptances on the face, and the printed line under the regular form, which reads: "Acceptor shall only receive stamps, 25 per \$100.00 or fractions and write thereon his initials and date."

TRADE ACCEPTANCE
Form Approved by
AMERICAN TRADE ACCEPTANCE COUNCIL
CHAS. H. WELLS, MANAGER, 100 N. WASHINGTON ST., CHICAGO, ILL.
BANKING INSPECTION AND CREDIT PLAN

AMERICAN LUMBER & MFG. CO.

19

NEW YORK, PA.

To: _____

For the sum of \$ _____

Pay to the Order of OURSELVES

DOLLARS

Amount
Pay To
Ext. No.

AMERICAN LUMBER & MFG. CO.

FORM OF TRADE ACCEPTANCE THAT HAS PROVEN EFFECTIVE

Disposes of Big Timber Interests

It is reported that H. B. Curran, Clarkburg, W. Va., has sold all of his big timber tract on the Elk river in West-Center county, W. Va., to the West Virginia Lumber & Paper Company and his stumpage on the Gauley river to the Cherry River Lumber & Lumber Company of Scranton, Pa.

Korn-Conking Opens Memphis Office

The last of 2000 to the Memphis hardwood trade is the Korn-Conking Company of Cincinnati, O., manufacturer of hardwood lumber for the export and foreign trade. The offices are open at 1355-57 Bank of Commerce and Trust building, Memphis, and since July 1 the sales department and purchases have been handled through that office.

F. A. Conking and W. T. Palmer will be located in Memphis, in charge of that office. The Cincinnati office will be continued with Mr. Korn in charge. This office will handle the veneer and export business and the accounting department.

The company's southern operation is in Mississippi and the new office is 25 ft in closer touch with the mill end of the business.

Clubs and Associations

Program for Alluvial Land Meeting

The second semi-annual meeting of the Southern Alluvial Land Association is to be held at the Gayoso Hotel, Memphis, on Friday, June 12. The session will begin at 12:30 noon with luncheon, followed by an address by President McCairo and the report of F. E. Stonelaker, secretary. The principal address will be by William S. Mitchell and Homer K. Jones. This will be followed by a general discussion, by moving pictures showing public road building, farming and agricultural development and by new business.

Manufacturers' Directors Meet

The board of directors of the Hardwood Manufacturers' Association met at Cincinnati on July 2 in a very important conference. A feature was the report of J. W. Mowbray, chairman of the lumber committee working in conjunction with a similar committee of the vehicle interests. This is given in full elsewhere in this issue.

A discussion of the association's warfare resulted in authorizing F. R. Gadd, assistant to the president, to carry out a strong membership campaign and to engage an assistant secretary who will work mostly in the field.

The establishment of traffic insurance and cost department was also authorized together with enlargement of the bulletin and increasing the scope of the valuable information covered in that publication.

Plans were made for larger quarters for the association in the Union Trust building, Cincinnati.

It was further planned that President E. O. Robinson appoint an executive committee to meet monthly in Cincinnati, and that the board of directors meet every two months instead of every three months as at present.

It was decided to go ahead in every way possible with furthering the plans for a uniform cost accounting system.

Pertinent Information

Studying the Lumber Price Fixing Problem

Hardwood interests of the Cleveland, O., district are preparing to cooperate with the National Retail Lumber Dealers' Association, in its plan to work with the government on the fixing of prices to the consumer on lumber. Guy Gray, head of the Gray Lumber Company of this city, is the local representative of the national body, and he is now in communication with General L. C. Boyle, legal representative of the organization at Washington. It is the opinion of the hardwood trade of Cleveland that this price fixing program must be approached with the greatest caution, as it is too far reaching to be decided upon offhand. It is their contention that if all lumber prices are to be fixed to the consumer, all materials entering into building, such as hardware, plumbing, sewage and the like, should be thus classified also. Opinion is divided as to whether or not this will aid building here. The main outlet for hardwood in this territory is for interior finishing of housing, and practically none of this is going on now. In fact building as a whole is but 40 per cent or at the most 45 per cent of that of last year, and that was below normal. It is pointed out that the recent increase in freight rates, although not affecting all material right now, because there is some hardwood in local stocks and some in transit before the rates became effective, has not served to stimulate building even where builders and others would take advantage of the comparatively lower prices at the moment. About the only factor that would tend to aid the building program right now is the settlement of the labor disputes, and the fact that all labor is now back at work. On the other hand the increased cost of building, so far as labor is concerned, from now on will be 15 per cent additional, for that was the average wage increase.

Adds to Export Embargo List

The War Trade Board, with reference to its latest export conservation list, says:

Under the heading of wood, oak, birch, hick-nut, fir, timber, mahogany, oak, spruce, the pine and walnut, as it appears in the Export Conservation List of May 17, the following are included:

Logs—Timber, round, hewn, sawed, split, or squared.

Lumber—Manufactured in all dimensions for all commercial uses, including woods suitable for gun stocks, airplane propeller blades, veneers for airplane and hydroplane bodies, airplane and hydroplane frames, airplane construction, and all other wood for airplane use, but excluding white, yellow, mahogany, or birch wood cut for parquet flooring.

Partly manufactured articles in a uniform shape that are to be completely finished and shined at the point of destination when made from the specified woods, such as K P desks and barrels, furniture stock, parquet flooring, carriage, etc.

Individual items are not required for completely manufactured articles made of woods specified above, such as desks, furniture, barrels, casks, etc., when exported to Canada and Newfoundland.

Asks for Bids for Navy Lumber

Bids have been asked for lumber for the navy to be opened this month as follows:

10,000 feet (about) B. M. ash, select, green, 1 1/2" by 10" or over by 8' or 9'

Lumber, S&S 8" and up long, as follows:

15,000 running feet (about), mahogany, 3" thick, 10 or 12" wide; 20,000 running feet (about), ash, 1" thick, 10 or 12" wide; 20,000 running feet (about), white, 40 or 42" wide; 15,000 running feet (about), oak, 2" thick, 8 or 10" wide; 500 running feet (about), hickory, 2 1/2" thick, 4 and up.

8,000 white, spruce or mixed (bolder to state which), for joiner work, 4 or 6 in. dia.; F&S; 6" and up wide, averaging at least 9" wide, standard length of 8 to 16' long, as follows:

15,000' b. m. (about), 1" thick; 10,000' b. m. (about), 1 1/2" thick; 30,000' b. m. (about), 1 1/2" thick; 35,000' b. m. (about), 2" thick; 25,000' b. m. (about), 2" thick; 10,000' b. m. (about), 2" thick; 12" up wide; 12 to 16' long; 15,000' b. m. (about), ash, white, 2" thick; 10" up wide; 12 to 16' long.

Poplar, birch, air or kiln dried, as follows: 20,000' b. m. (about), 1" thick; 20,000' b. m. (about), 2" thick.

Application of Prices for Soft Wood Lumber

Under date of July 2, the price fixing committee of the War Industries Board passed the following supplementary ruling as to the application of prices for soft wood lumber:

All lumber manufacturers and dealers are hereby notified that the present prices for soft lumber for mill shipment as heretofore established or hereinafter hereof to be established by the price fixing committee of the War Industries Board, shall remain in effect during the period of time prescribed and that in no case must orders for lumber for mill shipment of any amount be placed with any dealer or person at a greater price per ton than the maximum price fixed by the price fixing committee of the War Industries Board, for such lumber, in any territory, in any class, in any class's destination points, in which cases freight may be added on the basis of standard weights for each item so priced, also except as to orders received before the date of this ruling. The purchaser of the price fixing committee governing the producing territory involved.

The price fixing committee has taken the position that cost figures presented by the Federal Trade Commission on which the price fixing committee has based its rulings already include sales service to purchaser. So in fact, in paying the price fixed in the ruling, the purchaser has already paid for any additional price to any vendor offering mill shipments.

It is said by wholesalers that under this ruling their only chance is to obtain lumber from mills at less than government prices.

Baltimore Exports for May

The statement of exports of lumber for May from this port shows as the most striking feature a heavy foreign movement of fir from the Pacific coast. Not less than 1,176,000 feet of this wood went out to Europe by way of Baltimore during the month, and a new record was set which may stand for some time to come. That the fir shipped was high-grade stock is indicated by the declared price, which is nearly equal to that of spruce, a wood that is wanted for aeroplane construction and must therefore be of the finest grain. It is understood that fir has been entering largely into the building of aircraft and that this accounts for the heavy shipments. Another reason for the selection of the Baltimore route, of course, is to be found in the federalization of the railroads, which has resulted in the routing of freight wherever it can be handled with the greatest facility. If, for instance, there are available at Baltimore vessels for a certain commodity, a diversion in the shipments to Baltimore of this commodity results, as a means of averting congestion and making the most of the transportation facilities. The exports of spruce keep up, the need for these stocks evidently being as urgent as ever before. There was some movement of poplar during the month, and oak also figured in the exhibit, as did "hardwoods" and implement and tool handles. The statement, as compared with the same month last year, is as follows:

	1918		1917	
	Quantity	Value	Quantity	Value
Boards, fir,	1,176,000 ft.	\$119,375	8,000 ft.	\$
Boards, oak,	143,000 ft.	14,743	1,000 ft.	8
Boards, poplar,	208,000 ft.	14,272	9,000 ft.	374
Boards, spruce,	1,431,000 ft.	149,507	1,628,000 ft.	159,511
Boards, miscellaneous,	61,000 ft.	5,743	10,000 ft.	974
Implement and tool handles		41,071		
Staves	4,796	1,290	3,159	750
Other lumber,				13,854
Furniture		669		325
Other manufactures of wood		47,569		31,856
Total		\$294,502		\$206,760

LUMBER

Cut from logs such as these ranks high in quality and grade. All our stock is from St. Francis River basin logs which produce the highest quality of Gum Lumber on the market.

2 Band Mills
100,000 ft. daily capacity

MILLER LUMBER CO.
MARIANNA, ARK.



Lower Mississippi Barge Line Possible

Plans for a barge line connecting the Memphis and St. Louis, Mo., Mississippi river ports with the Gulf of Mexico, via the Gulf of Mexico, are being considered by the Washington Barge Line Association, which is now in the process of organizing a barge line to connect the two cities. The association is now in the process of organizing a barge line to connect the two cities. The association is now in the process of organizing a barge line to connect the two cities.

The project is being considered by the Washington Barge Line Association, which is now in the process of organizing a barge line to connect the two cities. The association is now in the process of organizing a barge line to connect the two cities. The association is now in the process of organizing a barge line to connect the two cities.

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Reduce Number of Styles of Buggies

Only one style of buggy will be thrown on the market by the St. Louis, Mo., Buggy Manufacturers' Association west this season. It has just been announced. The committee has decided to reduce the number of styles of buggies to one. The committee has decided to reduce the number of styles of buggies to one. The committee has decided to reduce the number of styles of buggies to one.

At the present time, the committee is in the process of organizing a barge line to connect the two cities. The association is now in the process of organizing a barge line to connect the two cities. The association is now in the process of organizing a barge line to connect the two cities.

Hardwood News Notes

< MISCELLANEOUS >

The Baker Buggy Co., of Lexington, Ky., has been incorporated in Helena, Ark.

The Roy Lumber Co., of Lexington, Ky., has been incorporated and is owned by the C. A. B. Lumber Company.

At Nashville, Tenn., the Baker & Co. has been incorporated by the Henderson Buggy Co., of Lexington, Ky.

The Taylor Lumber Co., of Lexington, Ky., has been incorporated in Huntington, W. Va. This company is a small at Crossmont, Ky.

The Chandler Lumber Co., of Lexington, Ky., has been incorporated in Lexington, Va.

< CHICAGO >

The dealer in Chicago, W. A. Vago, has been incorporated in Chicago, Ill., by the M. F. Parrott, president of the Thomas M. Parrott Lumber Co., of Chicago, Ill.

The Chicago Buggy Co., of Chicago, Ill., has been incorporated in Chicago, Ill., by the M. F. Parrott, president of the Thomas M. Parrott Lumber Co., of Chicago, Ill.

Among the projects of the Chicago Buggy Co. during the past week were W. A. Vago, president of the Chicago Buggy Co., of Chicago, Ill.

The Chicago Buggy Co., of Chicago, Ill., has been incorporated in Chicago, Ill., by the M. F. Parrott, president of the Thomas M. Parrott Lumber Co., of Chicago, Ill.

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All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Harris, McHenry & Baker Co.
LUMBER AND MILL WORK
 Elmira, N. Y.

November
 9th,
 1915.

Paepcke Light Lbr. Co.,
 Chicago,
 Ill.

Gentlemen:-

We are using your Red Gum lumber in the manufacture of our high class interior trim and general planing mill work.

This gum is giving excellent satisfaction, being highly graded, soft texture, good widths, and long lengths, also dry, straight and flat.

Respectfully,
 Harris, McHenry & Baker Co.

Dict.
 EKE/LG.

Of course it is true that
Red Gum

is America's finest cabinet wood—but

Just as a poor cook will spoil the choicest viands while the experienced chef will turn them into prized delicacies, so it is true that

The inherently superior qualities of Red Gum can be brought out only by proper handling

When you buy this wood, as when you buy a new machine, you want to feel that you have reason for believing it will be just as represented.

We claim genuine superiority for our Gum. The proof that you can have confidence in this claim is shown by the letter reproduced herewith.

Your interests demand that you remember this proof of our ability to preserve the wonderful qualities of the wood when you again want RED GUM.

Paepcke Leicht Lumber Company
 CONWAY BUILDING 111 W. WASHINGTON ST.
 CHICAGO, ILL.

Band Mills: Helena and Blytheville, Ark.; Greenville, Miss.

offers "mother's cooking" in its dining room. A woman cook of the first order has been secured and results are already more than pleasing. Everything is fresh, well made and well served. All the dining room needs now is loyal boosters.

First Lieutenant Tullio Raggio, a lumberman and stove importer from Genoa, Italy, is a new man in charge of purchases of airplane stock for the Italian Military Mission at Washington, D. C. He has been a lumberman for some years and will acceptably serve his country and no doubt be glad of the opportunity of meeting his old friends in the American lumber trade at Washington.

J. F. Mingeo, who has been out of the lumber field for the past two years engaged in advertising specialty work, now is in charge of the hardwood department of the Hayden & Westcott Lumber Company, Railway Exchange building, Chicago.

◀ **TEXAS** ▶

Local hardwood men returning from the Chicago convention report it one of the most important in the history of the organization and, while they regretted the failure of the so-called Brown resolution to pass, they believe that the full discussion engaged in will result in much good. The Southwestern Hardwood Manufacturers' Club will meet in Alexandria, La., on July 8, when they will receive a full report of the convention. They will also give much attention to the proposed hardwood price fixing by the government.

Arthur H. Gutsler, a prominent capitalist and politician of Oklahoma City, is the owner of a new hardwood mill twelve miles southeast of Lutkin, Texas. S. S. Moss, a well-known Texas sawmill man, will have charge of the new plant. It is equipped with a circular rig manufactured by the Lutkin Foundry and Machine Company and will have a capacity of 50,000 feet a day. It is a new member of the Southwestern Hardwood Manufacturers' Club.

C. G. Grille has resigned as sales manager of the Martin Wagon Company of Lutkin and will go as assistant manager to D. H. Foreman of the Pine Belt Lumber Company, Ft. Lawson, Okla.

◀ **BUFFALO** ▶

The Yeager Lumber Company received a cargo of birch during the past month and expects to have another in soon. It is some time since the company engaged in the lake lumber trade, but the present season offered a good opportunity to re-engage in it.

The building situation in Buffalo continues to be disappointing, with the number and cost of permits running slightly behind a year ago. This

affects the hardwood trade, though the local factories are requiring a large supply of various woods.

Lumbermen and other shippers are giving much attention just now to the Erie barge canal, because, so far as they can use it, they are independent of the railroad complications and delays. There is no delay by canal, in spite of its being called a slow route. A boat once loaded is never sidetracked in a congested yard somewhere and forgotten for months. Its arrival at destination can be foretold by a few hours. Two leading difficulties are in the way at present; one is the high freight rate, which every effort is being made to reduce, and the other is the lack of trackage and other facilities at the terminals and landing places.

Even Buffalo, with its elaborate new docks and harbor at the foot of Genesee street, has neither warehouses nor track so far, but the government canal authorities report that they have let four contracts for the carrying on of this work. Points further east will be covered as fast as possible in the same way. They report that plenty of freight will be ready as soon as the rates are satisfactory, and meanwhile the government is shipping considerable freight, mostly flour. Buffalo for a long time has shipped only small amounts of lumber by canal, as practically everything in that trade intended for canal shipment has been sent to the Tonawandas. But with equal facilities here in future it is quite likely that lumber shipments will be resumed.

The receipts of lumber by lake at this port during June were 8,583,000 and for the season to date 14,286,750 feet. This is slightly ahead of last season, when receipts were 14,625,000 feet for the same period. The trade has been on a larger scale than many persons expected. Shingles, on the other hand, have made a very disappointing showing so far this year. The June lake receipts were 6,800,000. For the season to date the receipts were 12,310,000, or less than half the number to the same date last year, when the total was 28,740,000. It is very likely that the shingle trade will continue smaller than usual during the present season, as the demand in the East is small and vessels are giving preference to other freight.

The James Edgar Corporation, Hennell, N. Y., furnished the interior woodwork for four of the ships which were launched at the Bristol, Pa., shipyards on July 4th. They will do much more similar work.

◀ **BALTIMORE** ▶

The first meeting of any body connected with the Baltimore Lumber Exchange to be held in the new headquarters in the Southern hotel, took place there July 1 when the managing committee designated for the month's business, Lewis Dill, of Lewis Dill & Co., was gathered as the repre-

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on

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SPECIAL SIZES

Up to 16-Foot Lengths

JAMES E. STARK & CO., Inc.

HARDWOOD LUMBER

BAND MILLS

MEMPHIS, TENN., DYERSBURG, TENN.

VENEER MILLS

MEMPHIS, TENN.

representative of the exchange in the United States Chamber of Commerce, and a month's leave of absence was granted to J. G. Creamer, the chief inspector, who has been ill for some weeks, but is now on the mend. There was an informal discussion of the price fixing policy of the government and of probable or possible action in the future, and various other matters were considered. Only two members of the committee were absent, and much interest in the proceedings was manifested. A luncheon was one of the features of the gathering. Parker D. Dix, the president of the Exchange, occupied the chair.

Among the visiting lumbermen here last week was Chester F. Korn of the Korn Coaling Company, Cincinnati, who had been in Washington and was on his way to New York to look after some shipments. Mr. Korn's company is making large shipments of veneers on account of the British government, and he went to see about the facilities for getting these shipments off.

The factory for a time operated by the Steiner Mantel Company at Highlandtown, a suburb, which was turned into a place for the manufacture of furniture when the Steiner company got into difficulties, has been sold to a waste and paper concern.

The Weyerhaeuser Timber Corporation, which last year purchased a portion of the old Quarantine grounds with a view to establishing here a large distributing station for Pacific Coast woods, is reported to have acquired six more acres in the same locality. For the present the plans of the Weyerhaeuser company are held up by the war, but after peace is restored a large development is planned here, with extensive facilities for exporting lumber and large timbers, and for taking care of the wants in these woods in the East as far as the Mississippi river. The timber will be brought to Baltimore in vessels.

< PITTSBURGH >

The Henderson Lumber Company reports a fair business but announces that the mining demand is not so strong as it was a few months ago.

The Duquesne Lumber Company has been getting better shipments of late and finds that Pittsburgh is rather favored in this respect over eastern markets. Prices are holding very firm.

The Hicks-McCraith Lumber Company says that yard trade is very badly shot to pieces. Yards are still stacked up with hardwoods and the slow demand for their products is keeping them out of the market.

The Joseph W. Cottrell Lumber Company has started its new hardwood operations in West Virginia. Mr. Cottrell says the worst feature of the situation at present is the lack of good labor.

The Kendall Lumber Company reports business quiet and irregular. Prices are up everywhere. Labor at the hardwood mills is especially scarce this month owing to the harvest season on the farm.

Boy Scouts of this section are busy everywhere tagging walnut trees. William H. Stevenson, chairman of the Allegheny County Public Safety Committee, has appointed a live working committee to help direct this big task.

President George S. Oliver, of the Pittsburgh Chamber of Commerce, has appointed Robert Garland, former president of the chamber, as chairman of the committee of Pittsburgh manufacturers which has been named to try to centralize and divert all manufacturing projects in the Pittsburgh district to war needs.

< BOSTON >

Alfred Clapp, a well-known Boston wholesaler, passed away late in June. He had been a familiar figure in the market for many years, having been in active business until the last. He was born in Salford in 1845 and is survived by his wife, three brothers and two sisters. The funeral and burial took place in Hingham, Mass., June 22.

Clifton F. Leatherbee has moved to 88 Broad street, Boston, occupying offices on the ninth floor. He has associated with him in a general southern and eastern lumber business S. F. Collins of Taunton.

Emery J. and Lloyd S. Davis, composing the firm of E. J. Davis & Son, engaged in the interior finish business at 849 Massachusetts avenue, Arlington, Mass., have filed a voluntary bankruptcy petition scheduling liabilities of about \$29,000, and uncertain assets. This firm, previously located in East Boston and East Cambridge, has enjoyed the confidence of the trade for many years, but the conditions enforced upon it by the present situation quickly undermined its financial structure.

< COLUMBUS >

An informal meeting of lumbermen, many of whom were hardwood dealers from central Ohio was held at the rooms of the Columbus Lumbermen's Club, June 27, for the purpose of discussing market conditions surrounding the trade. Following a luncheon, W. L. Whitacre gave an informal talk in which he recounted the difficulties and problems which beset the lumberman of today. He dwelt on the rapidly increasing cost of doing business. The question of the government fixing the price on all lumber was also considered and many were of the opinion that such action would be taken. William Ryan, president of the Ohio Association of Retail Lumber Dealers, presided. W. C. Stagle of the Stagle Lumber

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WE MANUFACTURE bandsawed, plain and quarter sawed

WHITE and RED OAK and YELLOW POPLAR

We make a specialty of Oak and Hickory Imple-
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Your Inquiries Solicited

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CHOICE DELTA GUM Dry and Straight

Company, Lima, O., told of his method of bookkeeping. Other members submitted costs for 1917 and these will be compared with the selling prices on several standard items in the list. The wide variance between the methods of bookkeeping indicated that it was necessary to establish a uniform system of accounting and calculating costs.

A report on the methods used by the Ohio association in getting the delivery of cars was made. The files of the association showed that recent activities have caused the delivery of more than 65 cars which were held up through various reasons. There are 103 other cars listed and it is believed that more than half will ultimately be delivered. A committee was named to secure a cost survey and to devise means for the better co-ordinating of dealers in certain sections of the Buckeye State. In all more than a score of dealers attended the meeting.

Columbus lumbermen are preparing to attend the annual outing of the Ohio Association of Retail Lumber Dealers and the Union Association of Lumber, Door and Sash salesmen which will be held at Cedar Point, August 9 and 10. The annual outing is now an established custom of the association and is an occasion to be looked forward to with pleasure.

The advancing freight rates are now effective on lumber shipments and it is causing quite a good deal of inconvenience. The result is a radical advance in prices in all Ohio territory.

The authorized capital of the Corlett Lumber Company, Cleveland, has been increased from \$50,000 to \$100,000.

The Eastlake Lumber Company, Cleveland, has been incorporated with a capital of \$25,000 to deal in lumber. The incorporators are J. Frank Pease, M. D. Mack, Ames E. Thompson, A. C. Brightman and F. R. Hecht.

At Cincinnati, the U. S. court has granted a discharge from bankruptcy of the Reimser Lumber Company, Cincinnati.

The Collamer Lumber Company, Cleveland, has increased its capital to \$100,000.

The Fayette Lumber & Supply Company, recently formed by E. B. Mitchell, E. L. Clay, C. G. Brigham, William M. Hamilton and Norman L. Hanson has taken over the yard and business of the Lyon Lumber Company, of Fayette, O. Nat. A. Hill will continue as manager.

R. L. Watson, a member of the Columbus Builders' and Traders' Exchange and commissioner for Ohio of the National Association of Builders' Exchange at a recent meeting at Newark has returned from a tour of the state and says he was greatly impressed with the improvement in building operations noticed everywhere. He said that business men and manufacturers have begun to realize that low cost of building materials is a thing of the past and that certain building projects were being pushed. He says that many skilled workmen who are making twice the wages they formerly were able to command are now arranging to build comfortable homes.

A. Mitchell Palmer, U. S. alien property custodian, will soon offer for sale at Cincinnati the leasehold interest in the property at Elmwood Place now occupied by Theodore F. Erben, an enemy alien. The property contains a sawmill and fixtures.

R. W. Horton of the W. M. Ritter Lumber Company reports a good demand for hardwoods with factories the best customers at this time. He reports a good demand on the part of box and implement concerns. Furniture factories are also in the market. Prices are strong at former levels.

INDIANAPOLIS

Alexander Hamilton, Indiana agent for the Missouri Lumber and Land Exchange Company, with offices in the Merchants' Bank building, Indianapolis, has accepted an appointment with the Brotherhood of Saint Andrew for service as secretary. Mr. Hamilton is one of the best-known men connected with the lumber industry in Indiana, having been prominently identified with the Ho-Ho and with many civic organizations. Since the United States entered the war, he has devoted much of his time to different phases of war work.

Although there has not been a large increase in the value of building operations or in local retail sales, Indianapolis lumber companies believe that the recent "own your home" campaign has stimulated interest in home building and that such work eventually will bear good results. The public generally displayed much interest in the exhibitions which were provided, while the campaign was in progress.

The Dillon Lumber Company of Linton, Ind., has been incorporated with a capitalization of \$10,000. Directors are: Charles Dillon, Stuart Alsmay and George B. Allen.

NASHVILLE

The Tennessee Cedar Company, Inc., Woodbury, Tenn., has filed a voluntary petition in bankruptcy. The liabilities are \$113,150, and the assets are stated to be \$80,998. Banks at Chattanooga, Nashville, Murfreesboro, Baltimore and other points are the largest creditors. There is a long list of unsecured creditors, whose claims aggregate \$73,000. The company was recently taken over by the government on account of alien ownership, and its financial difficulties and troubles are thought to have been due to company losses sustained about by the war. Walter Hancock, Woodbury, Tenn., is attorney for the company.

John R. Ransom & Co. have been turning out gumstocks for the United States Government to the limit of the capacity of the local mills. The company has been making urgent appeals to owners of black walnut in this territory to sell in order to meet the requirements of the government, and good results have been obtained, but the government requirements are for the maximum supply. A late order from the war department advises the company that the output will be taken at maximum capacity until December 31.

Box factories in the Nashville territory are running at full capacity, and are behind with orders.

A. B. Ransom, president of John B. Ransom & Co., has made a gift to Mrs. Lucille Bennett of Richmond, Ky., of 500 acres of land on which to establish an agricultural and trade school. Institution for young negro boys. Mrs. Bennett is president of the Woman's Missionary Council of the M. E. Church, South, which will have charge of the institution.

EVANSVILLE

A meeting of manufacturers from southern Indiana and western and northern Kentucky was held at the Chamber of Commerce building in Evansville on June 28 to organize the Evansville sub-division of the Cincinnati regional for the purpose of getting war contracts under the new regional system of the federal government. Many lumber manufacturers, retail dealers and owners of wood consuming factories attended the meeting and took a leading part in the organization. The value of the industries in this sub-division is estimated at \$40,000,000 or more. Oscar A. Klammer, president of the Schelosky Table Company and owner of several other wood consuming factories of this city, was elected permanent chairman of the organization. Frank Albans, secretary of the Evansville Chamber of Commerce, was elected vice-president for Indiana and Fred A. Ames, automobile and carriage manufacturer of Owensboro, Ky., was elected vice-president for Kentucky. E. H. Lyman, secretary of the Evansville Manufacturers' Association, was elected permanent secretary and Daniel Wertz of Maley & Wertz, was elected permanent treasurer. News was received here recently from Los Angeles, Cal., of the death of Conrad Kachmier, who several years ago operated a sawmill and lumber yard at McKee, Ind. He was eighty years old and owned a large ranch and sawmill in California and was well known to the lumber trade along the Pacific coast.

Furniture factories and other wood consuming plants in Evansville have installed women and girls in their plants to take the place of men who have joined the colors. The girls are giving the best of service. The labor shortage is being felt more and more and it is expected will become still more acute. The United States Government several weeks ago opened an employment bureau here and since that time several hundred workmen have been shipped out of Evansville to several points in the East and South-east where the government is doing work.

Planing mills in Evansville and other cities in southern Indiana are doing a little repair work. Building operations are so slow that their business is dull and they are not looking for any marked improvement during the balance of the summer. Mill owners in the smaller towns say they have been working under many hardships all summer. They have been handicapped by freight embargoes and inability to get materials and that in most instances their operating expenses have gone on just the same.

The Dillon Lumber Company, Linton, Ind., with a capital stock of

\$20,000, has been incorporated, the new company being known as Dillon, Stuart Alsmann and George B. Allen, Inc. The new company is located at 15th and Main streets, Evansville, Ind., and is owned by the late George B. Allen and his wife, Mrs. M. M. Allen. The company is now operating a planing mill in connection with the new plant, and is now devoting all its time to the manufacture of lumber. The company is now operating a planing mill in connection with the new plant, and is now devoting all its time to the manufacture of lumber. The company is now operating a planing mill in connection with the new plant, and is now devoting all its time to the manufacture of lumber.

The International Steel and Iron Works, Inc., of Evansville, operating a planing mill in connection with the new plant, is now devoting all its time to the manufacture of lumber. The company is now operating a planing mill in connection with the new plant, and is now devoting all its time to the manufacture of lumber.

The capacity for the Davidson Plywood Co., of Evansville, Ind., has been taxed for several months and the plant is now handling a great many orders. Usually the plant closes for a few days during the summer season, but this year the employees are working on a regular basis.

William Farrington, secretary of the Evansville Lumbermen's Club, has announced that the next regular meeting of the club will be held on the second Tuesday in September. The membership committee is at work and expects to have several new members at the September meeting.

< LOUISVILLE >

Considerable activity in the lumber industry is being reported from Louisville relative to a large powder plant which is being constructed at Washington and the erection of an artillery ammunition depot at Louisville, and erection of an artillery ammunition depot at Louisville, and erection of an artillery ammunition depot at Louisville, and erection of an artillery ammunition depot at Louisville.

The demand for firewood, due to the shortage in coal and certain regulations concerning the use of coal, has made it possible for the local hardwood concerns to sell all slabs and waste products. The Louisville Point Firewood Company, a subsidiary of the Louisville Point Lumber Company, has been incorporated by H. J. Gates and others with a capital of \$100,000, and will handle firewood. A large florist at New Albany has purchased a three-ton motor truck and arranged to haul a large supply of firewood from the plant of the Wood Mosaic Company, to keep his greenhouses going this winter, as the government has curtailed coal supplies to the florists by fifty per cent of last season's consumption.

Walter Myers, formerly commercial engineer of the Louisville Gas & Electric Company, has been chosen manager of the Washington war order bureau of the Louisville War Industries Committee, which was organized by the Louisville Board of Trade and Louisville Industrial Foundation, for the purpose of securing war orders for Louisville manufacturers. Several large lumber concerns are represented in the committee.

E. Vernon Knight, president of the New Albany Veneer Company of New Albany, Ind., is being connected with reports to the effect that he is backing a new company to take over the old Jeffersonville Reformatory for the purpose of handling war contracts. The plant was burned some time ago, and the state has been floundering upon the possibility of giving up the Jeffersonville plant and enlarging the Michigan City or other plants.

R. R. May, secretary of the Louisville Hardwood Club, and manager of the Louisville branch of the Southern Hardwood Trade Association, has been traveling through the South in the interests of the Southern Hardwood Trade Association, Memphis office. He has been away about a month, but is expected back late in July.

The New Albany woodworking industries contributed liberally to the Knights of Columbus war work fund, among the contributors being the Hooper Panel Company, Indiana Veneer & Panel Company and the American Cabinet Manufacturing Company.

Ferdinand Kahler, Sr., president of the Kahler Manufacturing Company of New Albany, Ind., has gone to Bay City, Mich., to take active charge of a woodworking plant which is manufacturing aeroplane parts, which are shipped to other points for assembling. His son, Ferdinand Kahler, Jr., is actively in charge of the New Albany plant.

C. R. Mengel, president of the C. C. Mengel & Pro. Company of Louisville, recently attended a meeting in Washington as delegate of the Louisville Board of Trade, called by the banking and currency committee of the Senate to discuss plans for establishment of a Federal Reserve Foreign bank to handle foreign banking for American concerns which are at present forced to deal through New York.

The interesting discussions of trade acceptances at the recent convention of the National association in Chicago just a few days after the Louisville Hardwood Club went on record as favoring the use of such credits, shows that this is a movement that is steadily gaining headway, and one that will be of great advantage to the lumber industry when it gets to working smoothly.

John T. Cox of Lawrenceburg, Ky., has established a small handle plant to manufacture tool and implement handles, especially for the farm trade, in a limited district at the start.

AMERICAN LUMBER & MFG. COMPANY

PITTSBURGH PENNSYLVANIA

Exclusive Selling Agents

Lenox Saw Mill Company

Lenox, Ky.

PRODUCERS OF

LENOX LUMBER
SOFT TEXTURE
WHITE OAK and POPLAR

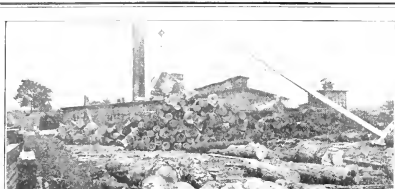
Brown Brothers Company

"Buttcut" Brand

HICKORY Oak and Ash
Dimension Stock for All Purposes

Gainesville and Gunntown Florida
Union & Planters Bank Bldg., Memphis, Tenn.

General Sales and Export Office
11 Broadway, New York City



Have you seen any better Walnut logs than these?

THEY all grew right in Indiana where hardwoods have always held the choicest farm lands. The best growth of timber as well as the best yield of wheat comes from good soil. The soundness of the log-ends shows that they fed on the fat of the land. My

Indiana Oak
comes from the same soil

CHAS. H. BARNABY
Greencastle, Indiana

The following stock is in excellent condition, ready for immediate shipment

5/4" No. 2 Com. & Btr. ASH.....	41,000*
5/4" No. 2 Com. & Btr. BEECH.....	27,000*
5/4" No. 2 Com. & Btr. BEECH.....	300,000*
6/4" No. 2 Com. & Btr. BEECH.....	280,000*
4/4" No. 2 Com. & Btr. SOFT ELM.....	16,000*
4/4" No. 2 Com. SOFT ELM.....	50,000*
3/4" No. 1 Com. & Btr. BIRCH.....	84,000*
4/4" No. 1 Com. & Btr. BIRCH.....	168,000*
6/4" No. 2 Com. & Btr. BIRCH.....	21,000*
8/4" No. 2 Com. & Btr. BIRCH.....	17,000*
4/4" No. 2 Com. BIRCH.....	51,000*
5/4" No. 3 Com. BIRCH.....	56,000*
5/4" No. 1 Com. & Btr. MAPLE.....	48,000*
4/4" No. 1 & No. 2 Com. MAPLE.....	270,000*
5/4" No. 2 Com. & Btr. MAPLE.....	116,000*
3/4" No. 2 Com. & Btr. MAPLE.....	10,000*
10/4" No. 2 Com. & Btr. MAPLE.....	34,000*
12/4" No. 2 Com. & Btr. MAPLE.....	38,000*
7/4" No. 2 Com. MAPLE.....	36,000*
4/4" No. 2 Com. & Btr. SOFT MAPLE.....	139,000*

IDEAL
HARDWOOD
SAWMILL



Are putting in pile every month two and one-half million feet of choicest Northern Michigan Hardwoods

Stack Lumber Company
Masonville, Michigan

Shavinas catching fire in the boiler room of the King Mill Company at Paducah, Ky., communicated to the plant, but the blaze was headed before any great damage was done, as three fire companies arrived promptly.

Lennie Scott, colored, was recently fined \$25 in police court on a charge of obtaining money on false pretenses. Scott had been working for the Embury Box Company, but after leaving the company continued punching the clock and drawing his pay for some time before it was discovered that he was not working for the concern.

John D. Hughes, sixty-eight years of age, head of the J. D. Hughes Lumber Company, at Valley View, Ky., died at his home in Nicholasville, Ky., on June 21, after a brief illness. Mr. Hughes at one time was in the lumber business at Brooklyn with E. J. Young & Company; later with E. P. Edgerton & Co., and next with the High Bridge Lumber Company, High Bridge, Ky.

H. S. Wells, of the Paducah Box & Basket Company, former president of the Paducah Board of Trade, has recently been elected a director of the City National Bank.

The Crescent Lumber & Trade Company, Whitesburg, Ky., has purchased timbered lands in Pike county, and plans opening developments at an early date.

A special term of the federal court, at Pinesville, Ky., has been opened for trying a big case in which the Kentucky Coal Lands Company is endeavoring to prove its rights to 1,400 acres of coal and timber land in Bell and Clay counties, which A. J. Asher is claiming. There are nearly 100 witnesses to be tried in this case, which is one of the largest tried for some time.

ARKANSAS

The Jefferson Hardwood Lumber Company, through its owners, Thomas R. Ashcraft and G. W. Allport, has purchased a very fine tract of virgin hardwood timberlands lying near Tucker and Ferda, Ark., and known as the Van Etten tract. The company is now erecting a large band saw-mill on the property, which will have an annual capacity of 6,000,000 feet.

The mill, which will soon be ready for operation, is being placed in the heart of the tract, about two and one-half miles west of Tucker, which is on the Altzheimer branch of the St. Louis Southwestern railroad. The lumber manufactured at the plant will be hauled by motor trucks from the mill to Tucker for shipment. There are 15,000,000 feet of extra fine oak, yepress, ash and hickory timber in the tract, which will be cut special for filling government contracts.

Henry Wrape & Co., stave and heading manufacturers, have begun work on the rebuilding of their plant at Paragould, Ark., which was destroyed by fire about two months ago, entailing a loss of \$75,000. The loss included some 300,000 staves. The new plant will cost approximately \$30,000 and will be modern in every way, having concrete floors, shower baths for the employees and other conveniences. It will be ready for operation in a very short time.

The mill of the Junction City Lumber Company at Urbana, Ark., which was burned about a month ago, has been rebuilt and is now running again. The new plant has a daily capacity of 50,000 feet, for a ten-hours' run.

The Hooking Stave Company sustained a \$5,000 fire loss on June 28, when its engine room and boiler room at its Newport plant was burned. The fire originated from sparks spread about the plant by the smoke stack, which was blown down by the storm. The loss was partially covered by insurance, and the destroyed parts will be replaced at once.

WISCONSIN

The Thomas Driver & Sons Manufacturing Company, Racine, Wis., a pioneer interior woodwork and general millwork concern of southern Wisconsin, has announced its intention to liquidate its affairs so that the Driver interests may retire and be relieved of further duties in active business. The company was established more than fifty years ago. Associates of Messrs. Driver and some of the department heads are soliciting financial support to form a new company to take over and continue the business in operation.

The Curtis & Yale Company, Wausau, Wis., is improving its waste disposal system by building a new shaving tank, 1x30 feet, and 45 feet high, connected with the power system of the main factory.

The sawmill and power plant of the Northland Lumber Company, at the mouth of the Fox river, Ten Bay, Wis., was ruined by fire of unknown origin early June 28, about ten hours after the mill had closed down for several days for needed repairs and overhauling. The loss of \$35,000 to \$45,000 is covered by insurance. The company expects to rebuild immediately. P. C. Green is general manager.

The Milwaukee Chair Company, Thirtieth and Center streets, Milwaukee, is building a new dry-kiln unit, 20x34 feet in size, to add much-needed capacity.

The Sheboygan Clear Box Lumber & Manufacturing Company, Sheboygan, Wis., has started work on a two-story addition to its plant, which will involve an investment of about \$15,000 in building and equipment.

The Murray-Mylrea Machine Company, Antigo, Wis., which was established about six months ago to manufacture sawmill and other wood-working machinery and equipment, has increased its capital stock from \$50,000 to \$75,000 to accommodate the rapid growth of its business. D. J. Murray, Jr., formerly of Wausau, is general manager of the company.

The Brooks & Thompson Co., 1001 North W. Milwaukee, Wis., has received the patent right of the new "W. W. Wood" saw, which is a combination of the best of the "W. W. Wood" and the "W. W. Wood" saws. At this time the patent is being applied for in the U. S. Patent Office.

The P. B. York Mfg. Co., 1001 North W. Milwaukee, Wis., has received the patent right of the new "W. W. Wood" saw, which is a combination of the best of the "W. W. Wood" and the "W. W. Wood" saws. At this time the patent is being applied for in the U. S. Patent Office.

The S. W. York Mfg. Co., 1001 North W. Milwaukee, Wis., has received the patent right of the new "W. W. Wood" saw, which is a combination of the best of the "W. W. Wood" and the "W. W. Wood" saws. At this time the patent is being applied for in the U. S. Patent Office.

The Union Manufacturing Co., 1001 North W. Milwaukee, Wis., has received the patent right of the new "W. W. Wood" saw, which is a combination of the best of the "W. W. Wood" and the "W. W. Wood" saws. At this time the patent is being applied for in the U. S. Patent Office.

The Great Northern Manufacturing Co., 1001 North W. Milwaukee, Wis., has been formed as a reorganization of the Great Northern Lumber Co., of that city, to engage in the manufacture of sawmill machinery, chemicals, etc. The brooding plant will be converted into a plant of manufacturing and refining plant. The capital stock of the new company is \$100,000 and its officers are: President, C. T. Edgerly; Vice-President, M. D. Robinson; Secretary and Treasurer, L. F. Thompson; General Manager, C. E. Fisher.

The Matters Construction Company, Milwaukee, Wis., has taken a contract to build fifty workmen's cottages and six small residences at Two Rivers, Wis., for the Aluminum Goods Manufacturing Company, Manitowish, Wis., which operates two large factories at Two Rivers and is thus relieving the house famine there.

The Hamilton Machinery Company, Manitowish, Wis., is a dealer and jobber of sawmill machinery and equipment. It has purchased the band mill, circular saw, engines, boilers, etc., of the old Red Mill of the N. Ludington Company on Stephenson Island, Marinette, and will place the stock on the market.

The Watson Manufacturing Company, Watson, Wis., on July 1 completed the first seven months of the operation of its new toothpick factory, which is one of four plants of this character located west of Detroit. The plant converts raw batch logs into toothpicks by automatic machinery. The company intends to engage in the manufacture of other wood novelties as soon as practicable.

The Madison Realty Company, Madison, Wis., has undertaken the erection of twenty five workmen's dwellings at a cost of about \$75,000 to meet the unprecedented demand for housing accommodations in that city.

Biley, Larson & Larson, shipbuilders, Marinette, Wis., are building a 65-foot sand-sucker, twenty feet deep for the Dornier Fish Company of that city. The hull will be constructed entirely of white oak and will cost about \$12,000.

The Caloric Company, Janesville, Wis., is executing an order for about 100,000 fireless cook-toves for the use of the United States Army and Navy. It is also manufacturing a large lot of phonograph cabinets and has been obliged to turn down contracts for many more because of the shortage of labor and the crowded condition of its factory on present business.

Manufacturers and business men of New Holston, Wis., have organized the New Holston Realty Company which will build twenty-five residences during the summer months. It is found that this is the only method by which existing working forces can be kept intact and new labor attracted.

Latest reports from Marinette, Wis., state negotiations between the N. Ludington Company and the Van Platen Lumber Company, Iron Mountain, Mich., for the purchase of the vast Ludington sawmill and lumber manufacturing interests are still pending. In the meantime the Ludington company is making plans to continue its plants in operation, it having available considerable stumpage and intending to enter the market for more. Reports were circulated several months ago that the mills would close at the end of the present season.

The W. E. Priestley Lumber Company, 825 Wells building, Milwaukee, wholesale lumber dealer, will become inactive soon as the result of the enlistment in the army of Glenn W. Priestley, president of the company. As soon as possible the business will be liquidated. Mr. Priestley leaves Milwaukee July 15 to enter Lewis Institute, Chicago, for training in automotive mechanics prior to going to Europe. He is the only son of the late William E. Priestley, founder of the company, and is widely known in the wholesale lumber trade of the Middle West.

Andrew Kaul, Jr., owner of the Andrew Kaul, Jr., Company, Merrill, Wis., manufacturer of hives, spokes, handles and other hardwood products, died at St. Luke's Hospital in Chicago on June 26, from the effects of an operation for appendicitis. Mr. Kaul was taken ill about three weeks ago while proceeding to Bath, Mo., with his family to spend several months at their summer place.

Plain & Qtd. Red & White OAK AND OTHER HARDWOODS

Even Color Soft Texture

MADE  RIGHT
OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO. (INCORPORATED) CINCINNATI, OHIO

Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience
IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

FRANK PURCELL
515 Dwight Building, KANSAS CITY, MO.

Swain-Roach Lumber Co.

SEYMOUR INDIANA

We Manufacture

WHITE OAK	ELM	ASH
RED OAK	MAPLE	WALNUT
POPLAR	GUM	CHERRY
HICKORY	SYCAMORE	CHESTNUT, Etc.

2 cars 4/4 12 & 22 Old, White Oak; 1 car 4/4 x 5 & 5 1/2 clear White Oak strips; 1 car 3/8 12 & 22 Plain Oak; 3 cars 2 in. Log Run Elm; 3 cars 4/4 Log Run Walnut; 35 car 2 1/2 No. 1 com. & better Plain Oak; 1 car 8/4 No. 1 com. & better Plain Oak; 2 cars 4/4 12 & 22 Plain Red Oak; 12 car 8/4 and 12 1/4 Plain Sycamore; 1 car 10/4 Soft Maple; 2 cars 4/4, 8/4, 10/4 and 12 1/4 Hard Maple.

AT TWO BAND MILLS

PROMPT SHIPMENT

STRAIGHT OR MIXED CARLOADS

Mutual Fire Insurance

Best Indemnity at Lowest Net Cost
Can Be Obtained From

- The Lumber Mutual Fire Insurance Company, Boston, Mass.
- The Lumbermen's Mutual Insurance Company, Mansfield, Ohio.
- The Pennsylvania Lumbermen's Mutual Fire Insurance Company, Philadelphia, Pa.
- The Indiana Lumbermen's Mutual Insurance Company, Indianapolis, Ind.
- The Central Manufacturers' Mutual Insurance Company, Van Wert, Ohio.

Northwestern Cooperage and Lumber Co.

GLADSTONE, MICHIGAN

Western Office: Mills at Gladstone and
516 Lumber Exchange, Minneapolis, Minn. Escanaba, Mich.
Chicago Office: 812 Monadnock Block

Manufacturers of the following

"PEERLESS" STANDARD BRAND PRODUCTS
Hardwood Flooring, Staves, Hoops, Heading
and Veneers, Hemlock Lumber, Lath, Shingles,
Posts, Poles and Ties, and Hemlock Tan Bark

The Hardwood Market

< CHICAGO >

Change in common with other markets was a heavy buyer prior to the advance in freight rates and since then has quieted down more or less as have the rest of the big purchasing centers. This applies to various lines of trades including commercial work, yards and wholesalers and those interested in war production. The big end of the buying is still influenced more or less by war activity. The box trade in particular is holding up strongly. The lower grades in all woods are moving actively in the local market and promise to continue so.

< BEAUMONT >

The feature of the hardwood market for the past week has been the number of requests to withhold shipments until the buyers could get their yards straightened up. They took full advantage of the freight rates and stocked up to the limit before the raise went into effect June 25. One man informed a local dealer that he had 250 cars in the yard, or en route, and could not take care of further shipments for some time. While this is an unusual case, it demonstrates the length to which some of the distributors went.

This has caused a slackening in the demand, but the fall has been accepted with a sigh of relief for it has given the mills an opportunity to straighten out badly broken stocks. There has also been a sudden pinch in the car situation, but it has not been a factor in shaping the market.

The labor situation has been described so often as from bad to worse that the millmen have quit using that expression and simply reply "worse." The question of keeping the mills up to a maximum cut is almost forgotten in the worry over keeping them going at all. With both cars and labor short, there is no effort to force what little stocks on hand on the market. The order files are already too full and, probably for the first time in the history of the industry, the mill men would not object to starting in with a clean slate in this respect.

< BUFFALO >

The demand for hardwoods continues quite large and the yards as a rule are having about all they can do. The scarcity of labor affects the hardwood men but orders are being handled with good execution and incoming stocks of good-size proportions have been cutted into shape for what is expected to be a lively trade during the remainder of the year. Prices are holding well all along the line.

Most everything is being sold at present and the inquiries cover a wide range of stock. Oak is the leader at most yards and there is also a good call for ash, maple, poplar, cypress and one or two other woods. Some walnut is being handled, though the stocks are scarce. Mahogany is doing little just now, as the furniture factories are quite generally occupied in the manufacture of goods required by the war, including packing cases. All kinds of low-grade lumber are in excellent demand.

< PITTSBURGH >

Hardwood men have a feeling that very shortly the government is going to let the wholesaler in on its business in a way that will add greatly to the profits of the hardwood firms. So far they have been standing out in the cold almost entirely. They are going to suffer considerably from the fact that so many furniture factories are being shut down and also from the fact that automobile concerns have been forced to curtail their output very largely. On the other hand, the demand for oak is increasing steadily. Railroad operations are going to make an opening for an immense amount of this stock in the next few months. Prices on all hardwoods are very high and may be increased, it is thought, between now and fall.

< BOSTON >

The marked improvement in shipping facilities is well sustained and taken with fairly prompt deliveries the effect upon the trade is very favorable. The anticipated return to general embargoes is influencing buyers to take in as much stock as possible both on old and new contracts, which attitude under the current short state of stocks has strengthened prices all along the line. Southern stock from the most congested rail sections is coming in freely despite the advanced rate, and very high values prevail on strictly commercial demand.

< BALTIMORE >

In some respects the hardwood trade presents a more favorable aspect, while in others a letting down is noted. Leading members of the trade here report that they continue to receive a gratifying number of orders and, what is even more pleasing, that the railroad situation has eased

The Tegge Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties
OAK, MAPLE, CYPRESS, POPLAR

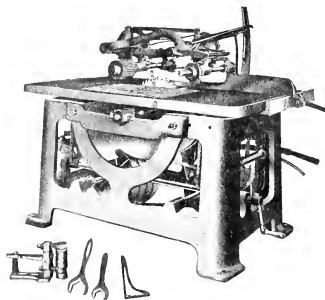
Milwaukee, Wisconsin

For Greatest Range of Uses

and

Easiest Handling

buy the



The "HOOSIER," the rip saw which makes profitable dimension manufacture and grade rolling at the mill possible. Hundreds of users already—you will be another if you will let us tell you all about it—Will you?

Hoosier Self Feed Rip Saw. This machine has earned thousands of dollars for owners in the manufacture of dimension lumber, crating, etc., because its entirely novel design, resulting in surprising ease of operation and adaptability, makes possible a profit where a loss is often expected in this work. The

Hoosier Self-Feed Rip Saw

has a positive and powerful feed which handles the heaviest material as readily as the lightest.

The table, raised and lowered with the crank in front of the machine, is always level—always securely locked.

The Hoosier rips anything up to 6 inches thick and 17 inches wide. It feeds 35, 75, 100 or 150 feet a minute.

Manufactured exclusively by

The SINKER-DAVIS COMPANY
INDIANAPOLIS, INDIANA

niture that they are swamped with orders, and local retailers report that they are experiencing unusual difficulty in obtaining shipments, due to the great demand for furniture at this time. Furniture manufacturers generally are busy and report that they have a fairly heavy business booked for fall delivery.

Nearly all the veneer mills are operating to capacity. Quartered and plain oak continues in heavy demand, while the demand for American walnut exceeds the supply. The gum market is showing more strength.

Collections have not been very good during the last month, which is attributed to the fact that many firms are slow in paying as a result of the demand on their resources for the payment of government income taxes.

EVANSVILLE

There has been practically no change in the hardwood lumber situation in southern Indiana, southern Illinois and northern Kentucky during the past ten days or two weeks. Only one of the up-town mills in Evansville is now being operated, that being the Columbia street plant of Maley and Wertz. This company is more fortunate than many of the other hardwood manufacturers in Evansville, in that they purchased a number of timbered tracts near the city during the past years and are now getting logs from them. The logs are being brought in by horse and mule teams and on the various traction lines that enter the city. The plant of the Evansville Band Mill Company is closed because of inability to get logs. All the river mills have been closed down for several months and there is no indication that they will resume operations soon. The log scarcity and the labor shortage are worrying the sawmills in this section more than any two other things. Few logs are coming in and it is not expected the supply will be increased any this summer and for the labor shortage problem there is no relief in sight.

The demand for the various hardwoods is strong. Lumber manufacturers say that they can easily sell anything they have and that as a rule the prospective buyers do not seem to care about the prices quoted. Gum is in better demand at an advanced price. Quartered sycamore is strong while walnut is in the best demand in many years and the price is high. Many farmers in this section have been cutting their walnut trees and selling them. Even the stumps are being sold. A great deal of the walnut timber is being shipped from this section to St. Louis where it is used in the manufacture of gunstocks needed by the government. General business conditions are fair from a manufacturer's standpoint but poor from the standpoint of a retailer. Little or no building is being done here this summer. Collections are fair. The outlook for a good corn crop is not as encouraging now as a month ago.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

MEMPHIS

The demand for hardwood lumber is a little slower than it was a short time ago. This decreased call, however, was anticipated by practically all members of the trade here and it was likewise discounted. It was known that consumers and distributors of lumber were doing everything in their power to effect delivery of their purchases prior to the effectiveness of the rate advance of 25 per cent and it was likewise known that the rushing forward of such large quantities of lumber would supply more immediate needs and cause a lull in buying. But, even with this condition realized, sellers here say that they can dispose of practically everything they have ready for shipment and that the market displays a very steady undertone. They further point out that stocks are considerably below normal, that production is well below the average for this time of the year, that labor and transportation conditions make full production out of the question, and that all indications point to an extremely large demand this fall and winter. In view of these conditions, hardwood interests rather welcome the present quiet period since it, alone, gives them the opportunity of replenishing their holdings to at least a moderate extent and of getting themselves in readiness to supply the wants of their patrons during the active period looming up ahead.

From an authoritative source it is learned regarding operations during the past thirty days:

That the production of gum lumber as a whole is considerably in excess of the amount being shipped but that, even with this condition, stocks of gum lumber are still well below normal for this particular period. A decided scarcity is reported in firsts and seconds red, and in firsts and seconds red, sap no defect, and the stock of gum less than one inch thick is declared quite pronounced.

That, as a general rule, production of oak was considerably below the amount sold during the past month, with resultant impairment of holdings, notably in quarter sawn white in firsts and seconds and in inch Nos. 1, 2 and 3 common. The position of oak is described as quite strong, as indicated by decrease in stocks at a time when there ought to be a measurable increase. That there is a slight increase in the quantity of ash on hand as compared with a month ago but that ash stocks are still quite low and in very strong demand.

That although there has been an increase in production of cottonwood as compared with sales, holdings are quite low compared with normal.

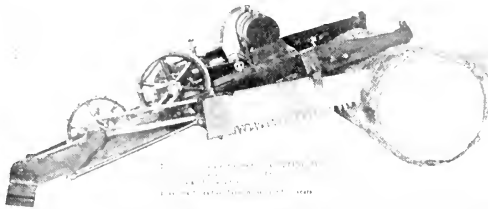
That cypress shows relatively larger production as compared with sales than any other item handled in this centre but that there are some items reflecting substantial decrease, including 3" and 4", 5/4 and 6/4 select, 5/4 No. 1 shop and 4/4 No. 1 common.

That slight increases are shown in stocks of elm and maple but that these woods are in good demand and are commanding very satisfactory prices.

It may be added that the excellent demand heretofore noted in the case of low-grade cottonwood and gum from box interests continues without abatement and that these items are commanding the highest prices of record.

Vaughan PORTABLE GASOLINE Drag Saw

CAN BE USED WITH PROFIT
BY ANYONE CUTTING TIMBER



Save Two or Three Men; Save Eight or Ten Dollars; Save Many Hours' Worry
Every Day in the Week and Rest Sunday
ONE PRICE TO ALL **\$169.00** F. O. B. MEMPHIS NO DISCOUNTS

CHICKASAW COOPERAGE CO.

E. C. ATKINS & Co.
General Distributing Agents
Atlanta, Ga. Memphis, Tenn. New Orleans, La.

GENERAL SELLING AGENTS
MEMPHIS, TENN.

J. C. PENNOYER CO.
Selling Agents, 256 La Salle Street, Chicago
Exchange Bldg., Memphis, Tenn.
Gassaway, W. Va.

Box manufacturers are working at the fullest possible capacity and are having to turn down orders almost every day.

The position of thick plain oak is not altogether clear. It is believed by hardwood interests here, however, that adjustment of the somewhat strained relations between hardwood manufacturers and the whole interests, already effected, will bring about a clarification of the position of this material. Machinery has already been set in motion which ought to result in the establishment of prices and terms that are mutually satisfactory and in a decidedly larger volume of business in this class of lumber. In the meantime it is suggested that the government is now making specifications for lighter types of army escort wagons because of the reported failure of the heavier types and manufacturers of oak lumber are cautioned against producing any excess of oak stock thicker than 2 inches.

— < NASHVILLE —

There has been little change the past month in the local hardwood market. The demand for hardwoods has been good, and prices are high and tending higher. Stocks at Nashville are below normal, one of the largest manufacturers estimating that supplies are one-third less than usual for this district. The most important feature is the requirement for government account, with a good many specialties being in demand. Oak, ash and poplar are leading in the demand. Stocks are being further reduced by the steady demand. Mills continue to find it difficult to get labor, and it has been necessary to greatly advance wages on account of employes going into government industries. It is also difficult to get logs on account of the labor situation, the production having been heavily curtailed, and mills have to put forth strenuous efforts to maintain their supplies. The building of the government powder plant at Nashville has required an immense amount of lumber, though this has been principally southern pine. The appropriation available for the plant is \$60,000,000 or \$70,000,000 and a bill now before Congress carries an additional \$87,000,000. The railroad situation is reported generally satisfactory. Shippers have little difficulty in obtaining cars in sufficient number, and embargoes to other territory are few. New York, Brooklyn and Philadelphia were the only points where embargoes on lumber were in force, affecting this territory, the first part of the month.

— < LOUISVILLE —

Hardwood sales for June ran extremely heavy, due to better shipping conditions, and the fact that consumers did not need to get under cover before freight rates were advanced. Many of the mills were caught with

very little stock on hand and short forces, which made it impossible to produce at capacity, but those with the stock on hand had very little trouble in cleaning up. It is expected that even with full forces in event of a slump in the demand it would take some time to cut stock enough to bring supplies up to normal. Demand for red and sap gum has not been so active, as had been expected, and such stocks are in fair supply in the better grades of almost every thickness. Low grades have been fairly well cleaned up, as there is an active demand from box manufacturers and other consumers. Chestnut has been active for core purposes, and no accumulations are on hand. Elm is a little scarce, but not in active demand. Very little is heard concerning maple and tupelo. Hickory has been in good demand, with stocks limited. Ash has picked up considerably in demand during the past month, while oak is holding its own, the demand in both woods being for thick stocks for war work. Quartered oak has been in fair demand only, and there hasn't been much call for 1 1/2" oak. White box cars have been fairly plentiful, there has been a steady shortage of log or flat cars in the South, and this has held down production materially.

— < MILWAUKEE —

The demand for hardwoods of all kinds, both from government and ordinary sources, continues practically without abatement, although an almost inappreciable slackening followed the period when the advanced freight rates went into effect. This was due largely to the surplus orders placed just prior to the advance. Business again is at a high level and some mills are getting further and further behind on orders. In some industries there has been noticeable a tendency to reduce orders for raw materials because the acute shortage of labor makes it impossible to handle all of the business on the books or offered. However, the curtailment of business in this direction appears to be fully compensated for by the increasing demands from other industries, notably those which are for the most part occupied in executing government contracts for war necessities. The readjustment of war work under the regional districting plan of the resource and conversion division of the War Industries Board is bringing much new business to the hardwood consuming industries of Milwaukee and Wisconsin, while there already are numerous plants which are making aeroplane propellers, truck wheels, wagons, caddies and hundreds of other kinds of goods needed for the prosecution of the war. But for the serious condition of the labor market, conditions in the hardwood industry are considered very satisfactory. Prices run firm and on some grades and classes advances have been necessary because of sharply advanced production costs during the last six months of a year.

CLASSIFIED ADVERTISEMENTS

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Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYES WANTED

WANTED—FIRST CLASS

hardwood lumber inspector. Salary \$125 per month. TALLAHATCHIE LBR. CO., Philipp, Miss.

WANTED

Superintendent for woodworking plant, specializing in interior trim, bank, office and store fixtures, as well as general building trade. Must be able to read plans and details, make accurate estimates and be able to make sketches and drawings. Apply giving reference and salary expected.

Also want saw filer and machine men for sticker and shaper. THE S. HADLEY LBR. CO., LTD., Chatham, Ont., Can.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEORGE W. HARTZELL, Piqua, Ohio.

WANTED—BLACK WALNUT LOGS

For Government Work.

Will inspect when loaded and pay cash.

THE STEELE-ALBERGER COMPANY,

Cuyahoga Falls, Ohio.

WANTED—QTD. WHITE OAK FLITCHES

Must be properly manufactured, of good texture, quality, etc. Will inspect at mill and pay cash. DEAN-SPICKER CO., 2245 So. Crawford Ave., Chicago, Ill.

LUMBER WANTED

KIND	THICK-NESS	GRADES
Poplar & Beech	1" to 2"	All
Maple	1" to 4"	All

Write us what you have to offer.

RUFFALO HARDWOOD LUMBER CO.,
940 Seneca St.,
Buffalo, N. Y.

LUMBER WANTED

WANTED—

Tough straight grain Hickory casked lots, 7 1/2" dowels 1" or 57", also 1"x1"x51" or 57" or 1" lumber from which to make these items.

Address "BOX 62," care HARDWOOD RECORD.

FOR GOVERNMENT WORK

The most daily Bulletins of the Lumbermen's Bureau, 809 Muncy Bldg., Washington, D. C., contain rush inquiries for all character of Hardwoods for government departments and government contractors, with lists of new contractors, prices, etc. Write for free sample bulletins.

WANTED

No. 3 common Oak, 8/4 green or dry; Oak Squares, 2x2x9, 1 1/2x2x19, 1 1/2x2x16, in large quantities. Write us. B. F. & R. P. Gravelly, Martinsville, Va.

MANUFACTURERS TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.
R. H. CATLIN CO.,
Equitable Bldg., Wilmington, Del.

WANTED TO BUY

Hard and soft wood Slabs and Edgings, 12", 16", 24", 30" and 48" for fuel wood. Also Charcoal. Write COVER-PURHAM COAL CO., 431 S. Dearborn St., Chicago.

WE DESIRE PRICES ON

Twenty (20) cars of 4.4 No. 3 common or good cut Hardwood (ear door boards), rough or surfaced to 7 1/2"-5" and wider, 6, 7 and 8 ft. long. Prepared to be f. o. b. Shamokin, Pa., and Scranton, Pa., rate of freight. THE KULP LUMBER COMPANY, Shamokin, Pa.

LUMBER FOR SALE

BIRCH LUMBER

When you are buying

BIRCH

consult us. We have it

JONES HARDWOOD COMPANY
10 High Street BOSTON, MASS.

ALFRED P. BUCKLEY

Lumber Commission

932 N. Broad St., Philadelphia, Pa.

Will cut to order 8 to 10 cars Locust in the log in New Jersey. Also Poplar and Sweet Gum in the log in sizes and lengths desired.

FOR SALE—BASSWOOD

No. 2 C, 5/4 and 6/4. 1 car 5/4, 6 & 8" FAS. WALTER C. MANSFIELD, Monroeville, Mich.

FOR SALE

2 cars 1 1/2" No. 1 C & Bet. Hard Maple, 1 1/2 years dry.
2 cars 2" No. 1 C & Bet. Hard Maple, 1 1/2 years dry.
2 cars 3" No. 1 C & Bet. Hard Maple, 2 years dry.
2 cars 4" No. 1 C & Bet. Hard Maple, 2 to 4 years dry.

Also piled at Buffalo, N. Y.
60,000 ft. 4, 4, 7 to 17" 1st & 2nds Poplar, 6 mos. dry.
15,000 ft. 4, 4, 7 to 17", 1st & 2nds Poplar, 6 mos. dry.

15,000 ft. 3" 1st & 2nds Poplar, 6 to 8 mos. dry.
15 to 20" Good No. 1 C & Sel. in above 3".
46,000 ft. 2" 1st & 2nd. Piled 6 to 8 mos. dry.
All piled at mill points. Available for domestic or export shipments.

McLEAN MARGOLAN & CEDAR CO.,
Buffalo, N. Y.

DIMENSION STOCK WANTED

WANTED TO BUY

5 cars 2x2-30" Clear Oak Squares.
5 cars 2x2-19" Clear Oak Squares.
5 cars 1 1/2x1 1/2-19" Clear Oak Squares.
10 cars 1 1/2x1 1/2-20 and 40" Clear Oak Squares.
5 cars 1 1/2x2 1/2-5' clear Oak.
5 cars 1 1/2x2 1/2-5' clear Oak.
10 cars 1 1/2x2 and 2 1/4-40" clear Oak.

Write for orders to cut. We are always in the market.

THE PROBST LUMBER CO., Cincinnati, Ohio.

WANTED TO BUY

2"x2"x19" clear Oak Squares.
HICKORY CHAIR MFG. CO., Hickory, N. C.

DIMENSION STOCK FOR SALE

FOR SALE—WALNUT SQUARES

2x2, 2 1/2x2 1/2, 16 to 40", 1x6 to 7"-8 to 16", 1 & 2; 1x8" & up, 6' to 7', 1 & 2.
OSGOOD-CORSON LUMBER CO.,
Peoples Gas Bldg., Chicago, Ill.

SMALL DIMENSION OAK

Thoroughly dry, practically clear, 1"x1 1/2", also 1 1/2"x1 1/2", in 6" and 6'0" lengths. THE DELPHOS BENDING CO., Delphos, O.

TIMBER LANDS FOR SALE

WE OFFER FOR SALE—CHEAP

16,478 acres cut-over lands in a solid body in Pocahontas County, W. Va., facing on the Greenbrier River and well watered by numerous mountain streams. Ideally adapted to sheep raising and re-foresting. In one of the finest cattle and sheep raising sections of the East. Correspondence and examination solicited. MARYLAND LUMBER COMPANY, Denmar, W. Va.

FOR SALE—VIRGIN TRACT

hardwood timber, 2700 acres in Monroe Co., W. Va. Representative will be in Union, W. Va., first week in July. For further particulars write, CHIMSON SPRINGS LUMBER CO., Marshall Minnesota.

TEN TO TWO HUNDRED MILLION

As desired. Hemlock and Hardwood, Northern Wisconsin. No Commission. Address L&ND COMMISSIONER, Soo Line, Minneapolis, Minn.

WAGON STOCK WANTED

WANTED

Wagon stock, wagon tongues, axles, reaches, bolsters, doublebars, etc., etc. We inspect at the mill when quantity justifies. Send lists. J. A. BROWNE & CO., INC., North Manchester, Ind.

MACHINERY FOR SALE

CIRCULAR SAWMILL FOR SALE

52" saw with top saw, edge, cut off, blower, log turner, and dandy 20 H. P. Reeves traction engine with plenty of power. Lots of timber. Box 354, Greencastle, Ind.

FOR SALE

Giddings & Lewis 8 ft. Bar... equipped. Now in operation. In session. First-class condition. For on request. Address, "Box 64,"...
RECORD.

FOR SALE

Electric power plant... Kentucky... and the best...
RECORD.

FOR SALE

General Electric Curtis Turbine... 1750 K.W. General...
RECORD.

FOR SALE

750 K.W. condensing... W. Non-condensing Curtis vertical, 1800 HP...
RECORD.

TWIN ENGINE

This engine... 2000... stroke, vertical...
RECORD.

ONE 8 FOOT UPRIGHT BOILER

This boiler... 10' in diameter...
RECORD.

ONE 2 INCH BORING MACHINE

This boring... 10' in diameter...
RECORD.

BAND SAW MILL

Have 2... 25,000...
RECORD.

BUSINESS OPPORTUNITIES

FOR SALE—WOODWORKING PLANT

J. S. Harrison & Co., Addison, N. Y.
 Little the estate of the late James S. Harrison...
RECORD.

ACCOUNTS, NOTES, CLAIMS
 ...
RECORD.

SPLENDID CHANCE FOR WOOD SPECIALTIES BUSINESS

...
RECORD.

FOR SALE AT GREAT SACRIFICE

Two manufacturing plants, one at Buffalo, N. Y. and one at Racine, Wis., each containing...
RECORD.

THE RECEIVERS OFFER FOR SALE

The entire plant and timber of the Montreal River Lumber Co., consisting of sawmill, planing mill...
RECORD.

MISCELLANEOUS

FOR SALE OR RENT—SEVERAL
 farms, near Jackson, Miss., also farms in Louisiana Delta...
RECORD.

Loose Leaf Tally Books
 TALLY SHEETS WITH WATERPROOF LINES
 Sample sheets, Price List and Catalog of Other Supplies Will Be Sent on Request
FRANK R. BUCK & CO.
 2133 Kenilworth Ave. CHICAGO, ILL.

HARDWOODS FOR SALE

ASH
 NO. 2 C 4 1/4", BARCOCK LUMBER CO., Pittsburgh, Pa.
RECORD.

BIRCH
 FAS 1 1/2, 1 3/4, 2 1/2, 3 1/2, 4 1/2, 5 1/2, 6 1/2, 7 1/2, 8 1/2, 9 1/2, 10 1/2, 11 1/2, 12 1/2"
RECORD.

BARCOCK LUMBER CO.
 FAS & NO. 1 C, 4 1/4", BARCOCK LUMBER CO., Pittsburgh, Pa.
RECORD.

BASSWOOD
 FAS 4 1/4", NO. 2 C, 5 1/4" & 6 1/4", BARCOCK LUMBER CO., Pittsburgh, Pa.
RECORD.

BUTTE-NUT
 LOG RUN 4 1/2", reg. with, & lath. HOFFMAN BROS., Ft. Wayne, Ind.
RECORD.

CHERRY
 NO. 1 C, & BTR, 4 1/4", BARCOCK LUMBER CO., Pittsburgh, Pa.
RECORD.

BEECH
 HIGH grade, 6 1/2" & 8 1/2" JACKSON & TINTLE, Grand Rapids, Mich.
RECORD.

CHESTNUT
 FAS 1 1/2", good widths, 11-16", 2 yrs. dry, ATLANTIC LUMBER CO., Buffalo, N. Y.
RECORD.

CYPRESS
 SEL, 1 1/2" & 1 3/4", SHOP 10 1/2", NICKY BROS., INC., Memphis, Tenn.
RECORD.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

HARDWOODS FOR SALE

ELM—SOFT

LOG RUN 5/4-19 4/4". BELLGRADE LUMBER CO., Memphis, Tenn.

LOG RUN 6/4". BLISS-COOK OAK CO., Blisville, Ark.

NO. 1 C. & BTR., 6/4", reg. wtd. & lgth., 4 mos. dry; NO. 1 C. & BTR., 12/4" & 12/4", reg. wtd. & lgth., 1 yr. dry. GEO. C. EHEMANN & CO., Memphis, Tenn.

NO. 1 C. & BTR., 3 mos. dry. G. ELIAS & BRO., Inc., Buffalo, N. Y.

LOG RUN 4/4 & 12/4". GAYOSO LUMBER CO., Memphis, Tenn.

NO. 1 & BTR., 8/4", JACKSON & TINDLE, Grand Rapids, Mich.

LOG RUN 4/4 and thicker, can cut to suit buyer. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 & 2 C. 4/4", 2 C. & BTR., 8/4 & 12/4". MASON-NALDSON LUMBER CO., Rhineclander, Wis.

LOG RUN 4/4, 5/4, 10/4 & 12/4". NICKY BROS., Inc., Memphis, Tenn.

COM. & BTR., 6/4" & 12/4". RUSSE & BURGESS, INC., Memphis, Tenn.

LOG RUN 8/4". SWAIN-ROACH LUMBER CO., Seymour, Ind.

LOG RUN 12/4 & 16/4". J. V. STIMSON HARDWOOD CO., Helena, Ark.

NO. 2 & 3 C. 4/4", reg. wtd. & lgth. WISCONSIN LUMBER CO., Chicago, Ill.

GUM—SAP

NO. 2 C. & BTR., 4/4-8/4". BELLGRADE LUMBER CO., Memphis, Tenn.

FAS. NO. 1 C. & NO. 2 C., all 4/4", reg. wtd. & lgth.; BX. BDS., 4/4", 9-12" & 13-17", reg. wtd. & lgth. R. J. DARNELL, INC., Memphis, Tenn.

FAS 6/4", reg. wtd. & lgth., 3 yr. dry. GEO. C. EHEMANN & CO., Memphis, Tenn.

NO. 1 C. 4/4 & 5/4". GAYOSO LUMBER CO., Memphis, Tenn.

FAS 3/4 & 4/4". NO. 1 C. 5/8, 3/4 & 4/4". NICKY BROS., Inc., Memphis, Tenn.

NO. 1 C. 4/4". J. V. STIMSON HARDWOOD CO., Helena, Ark.

FAS 10/4-12", 13-17", reg. lth. 8 mos. dry. FAS 4/4-6/4", 8-12", reg. lth. 8 mos. dry. FAS 5/4 & 6/4" & up, reg. lth., 4 mos. dry. NO. 1 C. 1/2 & 3/4", reg. wtd. & lgth., 4 mos. dry; NO. 2 C. 1/4", reg. wtd. & lgth., 4 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

GUM—PLAIN RED

NO. 1 C. & BTR., 4/4-8/4". BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. 4/4". BLISS-COOK OAK CO., Blisville, Ark.

FAS & NO. 1 C. 4/4", reg. wtd. & lgth. R. J. DARNELL, INC., Memphis, Tenn.

NO. 1 C. 4/4", reg. wtd. & lgth., dry. PENROD, JURDEN & MCCOWEN, INC., Memphis, Tenn.

NO. 1 C. 4/4". J. V. STIMSON HARDWOOD CO., Helena, Ark.

NO. 1 C. & BTR., 5/4", reg. wtd. & lgth., 4 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

GUM—QUARTERED RED

NO. 1 C. & BTR., 4/4-12/4". NO. 1 C. & BTR., 6/4 & 8/4", sap no def. BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., wtd. & lgth. R. J. DARNELL, INC., Memphis, Tenn.

COM. & BTR., 4/4", ran. wtd. & lgth., 8-12 mos. sliced, no. highly fig. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 4/4", NO. 1 C. 4/4 & 8/4". COM. & BTR., 1 yr. no def. NICKY BROS., Inc., Memphis, Tenn.

GUM—TUPELO

FAS & NO. 1 C., 4/4". GAYOSO LUMBER CO., Memphis, Tenn.

NO. 1 C. BOX. BDS. 4/4", 9-12", 13-17", reg. lth., 6 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

GUM—MISCELLANEOUS

COM. & BTR., QTD. BLACK, 8/4". NICKY BROS., Inc., Memphis, Tenn.

FAS. BDS., 4/4" & 5/4", 13-17". NO. 3 C. 4/4". J. V. STIMSON HARDWOOD CO., Helena, Ark.

HICKORY

NO. 1 C. & BTR., 4/4". BABCOCK LUMBER CO., Pittsburg, Pa.

LOCUST

LOG RUN 4/4". BABCOCK LUMBER CO., Pittsburg, Pa.

LOG RUN & NO. 3 C. 6/4", reg. wtd. & lgth., 3 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

MAHOAGNY

FAS. NO. 1 C. SHORTS & WORMY, 1/2-16/4", plain & figured, Mexican & African, HUDDLESTON-MARSH MAHOAGNY CO., Chicago.

MAPLE—HARD

NO. 1 C. 4/4 & 4/4". NO. 1 C. & BTR., 6/4 & 10/4". FAS 8/4", all good wtds., 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

FAS 4/4". BABCOCK LUMBER CO., Pittsburg, Pa.

NO. 1 C. & BTR., 4/4 & 5/4", reg. wtd. & lgth., sap two sides, 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 4/4" & 5/4". FAS STEPS 6/4", 11-15". THED. FATHAUER CO., Chicago, Ill.

COM. & BTR., 4/4", reg. wtd. & lgth.; QTD. STRIPS, 4/4" & 5/4", up, reg. lth. HOFFMAN BROS., Ft. Wayne, Ind.

NO. 1 C. & BTR., 10/4, 12/4, 14/4 & 16/4"; NO. 2 C. & BTR., 5/4". END-DRIED, white, 4/4, 5/4, 6/4 & 8/4"; QTD. 6/4 & 8/4". JACKSON & TINDLE, Grand Rapids, Mich.

NO. 1 C. & BTR., action stock, 5/4", good wtd. & lgth., 1 yr. dry. COM. & BTR., bowling alley stock, 5/4", 7-8", good lths., 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

LOG RUN 4/4 & thicker, can cut to suit buyer. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

CLEAR, 4/4, 4", 5-16"; FAS & NO. 1 BTR., 4/4"; NO. 1 & 2 C. 5/4"; NO. 3 C. 8/4". MASON-NALDSON LUMBER CO., Rhineclander, Wis.

LOG RUN 4/4, 8/4, 10/4 & 12/4". SWAIN-ROACH LUMBER CO., Seymour, Ind.

NO. 1 C. & BTR., 4/4-16/4", reg. wtd. & lgth., 12-18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

MAPLE—SOFT

FAS 10/4-14". NO. 1 C. G. ELIAS & BRO., Inc., Buffalo, N. Y.

LOG RUN 10/4". SWAIN-ROACH LUMBER CO., Seymour, Ind.

NO. 3 C. 4/4", reg. wtd. & lgth., 3 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

OAK—PLAIN RED

FAS 10/4", reg. wtd. & lgth., 3-18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

STEP PLANK 5/4", 11" & up, reg. lth. HOFFMAN BROS., Ft. Wayne, Ind.

NO. 1 C. & BTR., 10/4", reg. wtd. & lgth., 8 mos. dry. NO. 1 C. 4/4", reg. wtd. & lgth., 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

COM. & BTR., 8/4 & 10/4", reg. wtd. & lgth., dry. PENROD, JURDEN & MCCOWEN, INC., Memphis, Tenn.

NO. 2 C. & BTR., NO. 2 C. 1/2 & 1/4". RUSSE & BURGESS, INC., Memphis, Tenn.

NO. 1 C. & SEL. 8/4", reg. wtd. & lgth., 3-4 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

NO. 1 C. & BTR., 4/4-16/4", reg. wtd. & lgth., 12-18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4/4", BLISS-COOK OAK CO., Blisville, Ark.

OAK—PLAIN WHITE

NO. 1 C. 4/4", reg. wtd. & lgth., 1-2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 8/4", 1 yr. dry. G. ELIAS & BRO., Inc., Buffalo, N. Y.

FAS 4/4", reg. wtd. & lgth., 14-16", 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. & BTR., 4/4" & 12/4", reg. wtd. & lgth., dry. PENROD, JURDEN & MCCOWEN, INC., Memphis, Tenn.

NO. 1 C. & BTR., RUSSE & BURGESS, INC., Memphis, Tenn.

NO. 1 C. & SEL., 8/4", reg. wtd. & lgth., 2-3 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

NO. 1 C. & BTR., 4/4-16/4", reg. wtd. & lgth., 12-18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED WHITE

NO. 2 C. & BTR., 4/4". BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 4/4" & up. BLISS-COOK OAK CO., Blisville, Ark.

NO. 1 C. & BTR., 5/4, 6/4 & 8/4", reg. wtd. & lgth., 1 yr. dry. GEO. C. EHEMANN & CO., Memphis, Tenn.

STRIPS 4/4", reg. wtd. & lgth.; BACKING BDS., 2/8"-1/2", reg. wtd. & lgth. HOFFMAN BROS., Ft. Wayne, Ind.

CLR. STRIPS 4/4", up, reg. lth.; NO. 1 C. 4/4", reg. wtd. & lgth., 14-16", 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

FAS 3 C. PL., 2/4", NO. 1 C. 1/4". CLR. STRIPS 4/4", 4-15". NICKY BROS., Inc., Memphis, Tenn.

STRIPS 4/4", J. V. STIMSON HARDWOOD CO., Helena, Ark.

OAK—MISCELLANEOUS

NO. 2 C. & BTR., pl. red & white, 4/4". BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 10/4" & 12/4", reg. wtd. & lgth., 2-3 mos. dry, 50% white, 50% red, 60% FAS and 40% NO. 1 C. FERUGSON & PALMER CO., Memphis, Tenn.

CROSSING PLANK, mixed red and white, 12/4". PENROD, JURDEN & MCCOWEN, INC., Memphis, Tenn.

FAS PL. 3/8" & 1/4". FAS QTD., 4/4". SWAIN-ROACH LUMBER CO., Seymour, Ind.

NO. 3 C. PL., red and white, 6/4", reg. wtd. & lgth., 3 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

POPLAR

FAS 4/4 & 5/4". BABCOCK LUMBER CO., Pittsburg, Pa.

NO. 1 C. 8/4", 18 mos. dry. G. ELIAS & BRO., Buffalo, N. Y.

NO. 1 C. 4/4", 7" & up, reg. lth., 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

COM. & BTR., 5/8 & 4/4", ran. wtd. & lgth., 6-8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 4/4", 12" & up; SAP & SEL. 4/4", 12" & up; NO. 1 C. 4/4 & 5/4"; NO. 2 C. 4/4", all 14 & 16" & up. YEAGER LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR., 5/8-16/4", reg. wtd. & lgth., 12-18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

SYCAMORE

LOG RUN 4/4". BELLGRADE LUMBER CO., Memphis, Tenn.

LOG RUN 4/4". SWAIN-ROACH LUMBER CO., Seymour, Ind.

NO. 1 C. 4/4", reg. wtd. & lgth., 2-3 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

WALNUT

NO. 2 C. 4/4", reg. wtd. & lgth. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 2 C. 4/4", 2 yrs. dry. G. ELIAS & BRO., Buffalo, N. Y.

LOG RUN 3/8-3/4". NO. 1 C., NO. 2 C. & FAS, 4/4", all reg. wtd. & lgth. HOFFMAN BROS., Ft. Wayne, Ind.

NO. 1 C. 5/8-8/4", very dry. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

COM. & BTR., 4/4", ran. wtd. & lgth., 6-8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 1 C. 5/4". NICKY BROS., Inc., Memphis, Tenn.

FLOORING—MAPLE

NO. 1 5/2x3/2, 5/2x3/4. CLR. 5/2x2, 5/2x3/4. T. WILCOE CO., Chicago, Ill.

FLOORING—OAK

SEL. RED 5/2x2, 5/2x3/4, 5/2x3/4. T. WILCOE CO., Chicago, Ill.

VENEER—FACE

GUM—RED

QTD. FIG'D. any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

CLEAR 3/16" and 3/8", 20" wide, 60" long, kiln dried, rotary cut; FAS QTD. FIG. 1/8" & up, up to 16" kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

MAHOAGNY

ANY thickness. THE DEAN-SPICKER CO., Chicago, Ill.

ANY & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

ANY & FIGURED. LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, any size. PENROD, JURDEN & MCCOWEN, Memphis, Tenn.

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Hoffman Bros. Company	2-14
Jackson & Todd	1
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Von Platen Lumber Company	4
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SAWS, KNIVES, ETC.

SAWMILL MACHINERY.

WOODWORKING MACHINERY.

LOGGING MACHINERY.

DRY KILNS AND BLOWERS.

LUMBER INSURANCE.

VENEERS AND PANELS.

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OAK—PLAIN

FAS. RED, 1/8", 6" & up, 12 to 16', kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.
 SWD, 1/20-1/4". HOFFMAN BROS. CO., Ft. Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

FAS. WHITE, 1/8", 6" & up, 12 to 16', kiln dried. FAS. WHITE, 1/20", 1/16", 6" & up wide, 8' & up long, kiln dried, sawed. EVANSVILLE VENEER CO., Evansville, Ind.

SWD, 1/20-1/4". HOFFMAN BROS. CO., Ft. Wayne, Ind.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

CLEAR 1/8", 12 to 16", 14', kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.
 ANY thickness, any size, rotary, QTD., cut or sliced. PENIORD WALNUT & VENEER CO., Kansas City, Mo.

WALNUT

ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.
 1/20-1/4". HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & BTRY, CUT. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANYTHING in walnut, veneers, pl. & ft. rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, good 1S and 2S. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

NORTHERN MANUFACTURERS

J. RAYNER CO.
 INCORPORATED

VENEERED PANELS

ALL WOODS

SEND FOR STOCK LIST

MAHOGANY LUMBER

CARROLL AVE. AND SHELTON ST.
 CHICAGO



A floor to adore

For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our *Basket* tells all about *Hardwood Flooring* and how to care for it—also price—and is free.

The T. Wilce Company

22nd and Throop Sts., CHICAGO, ILL.

Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
 VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

Utley-Holloway
 Company

MANUFACTURERS
 OAK ASH
 COTTONWOOD
 ELM GUM

BAND MILLS: Clayton, Louisiana
 General Offices: 111 W. Washington St.
 CHICAGO, ILLINOIS

BAND SAW MILLS
 Wildsville, La.—Vernado, La.—Meridian, Miss.

CLARENCE BOYLE
 Incorporated

Manufacturers and Wholesalers

**Southern Hardwoods
 and Yellow Pine**

1205 LUMBER EXCHANGE BLDG.
 CHICAGO

COUNTERFEIT CHECKS

are frequent except where our

**Two Piece
 Geometrical
 Carter Coin**

is in use, then
 imitation isn't
 possible.
 Sample if you
 ask for it.

**S. D. CHILDS
 & Co.**

CHICAGO
 We also make Time
 Checks, Stencil one
 Log Hammers



Camouflage



WE don't need a word artist nor any other kind to make our grades presentable. They are shipped to you just as nature and the National hardwood rules make them. If you wonder why WE shouldn't skim off a little of the cream when the remainder would go by on grade anyway, your inspection of our 25,000,000 feet capacity mill down in Missouri would soon show you. There is an investment there in St. Francis basin timber, in equipment, in scientifically constructed yards and in lumber that needs protection. Our experience has demonstrated that the best protection is gained by keeping a man on our books when once we have sold him, and that is best accomplished by shipping just what he orders and what the rules call for.

Ask the boys in the office what this month's New Idea Stock List shows!

WISCONSIN LUMBER CO
 CHICAGO
 MILWAUKEE DELRING

Sincerely,

WIS

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

STIMSON'S MILLS

Four organizations with the single purpose of meeting the wants of the most scrupulous buyer of all domestic hardwoods—

Indiana & Southern Hardwood Lumber and Rotary Veneer

J. V. STIMSON, Huntingburg, Indiana
STIMSON VENEER & LUMBER CO.
Memphis, Tennessee

J. V. STIMSON HARDWOOD CO.
Memphis, Tennessee, & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of
SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following Is a List of a Few of the Items We
Now Have in Stock:

Dry, Ready for Prompt Shipment

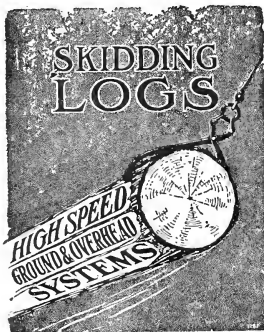
COTTONWOOD		OAK	
4 Cars 1" Boxboards, 13" to 17"	5 Cars 1" FAS. Red	2 Cars 1" FAS. White	
3 Cars 1" Boxboards, 8" to 12"	2 Cars 1 1/2" No. 1 C. & Btr. Red	5 Cars 1" No. 1 Com. Red	
4 Cars 1" FAS., 6" to 12"	2 Cars 1" No. 1 Com. White	5 Cars 1" No. 2 C. Red & White	
5 Cars 1" No. 1 Common	5 Cars 1" No. 1 Com. & Btr. Plain Red Oak	2 Cars 2 1/2" No. 1 Com. & Btr. Plain Red Oak	
5 Cars 1 1/2" No. 1 Common	2 Cars 3" No. 1 Com. & Btr. Plain White Oak	5 Cars 2" Log Run Elm	
4 Cars 1" No. 2 Common	3 Cars 1 1/2" Log Run Elm	3 Cars 1 1/2" Log Run Elm	
2 Cars 1 1/2" No. 2 Common	4 Cars 1 1/2" Log Run Elm	3 Cars 2" Log Run Maple	
2 Cars 1 1/2" FAS. Red	2 cars 12/4" Log Run Maple	2 cars 6 1/4" Log Run Maple	
1 Car 1 1/2" No. 1 Common	2 cars 5/4" Log Run Maple	3 Cars 1" No. 1 Com. & Btr. Sycamore	
1 Car 1 1/2" No. 1 Common	5 Cars 1" No. 2 & No. 3 Com. Sycamore	2 cars 2" Select & Better Cypress	
2 Cars 2" No. 1 Com. Qtd. Red			

GUM

6 Cars 1" FAS. Sap
5 Cars 1 1/2" FAS. Sap
5 Cars 1 1/2" FAS. Sap
6 Cars 1" No. 1 Common
5 Cars 1" No. 2 Common
2 Cars 1 1/2" FAS. Red
2 Cars 1 1/2" FAS. Red
1 Car 1 1/2" No. 1 Common
3 Cars 2" FAS. Qtd. Red
2 Cars 2" No. 1 Com. Qtd. Red

Our stock is manufactured from a nice class of timber and therefore runs to nice grade and extra good widths and lengths.

We solicit your request for delivered prices



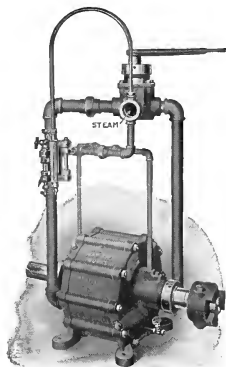
Our Overhead Systems with Interlocking Engine Drums skid both uphill and downhill; reduce wear on main cable

Write for particulars

LIDGERWOOD MFG. CO.

Originators of Overhead and Ground Steam Logging Machinery

Chicago New Orleans Seattle
Woodward, Wight & Co., Ltd. Canadian Althi-Chalmers, Ltd., Toronto



SOULE Steam Feed

Designed for the sawmill by a millman.

It will not use excessive steam and gives instant and positive control.

Our prices are actually, not relatively, low.

It has positively increased capacity from 10 to 50 per cent

SOULE STEAM FEED WORKS
MERIDIAN, MISS.

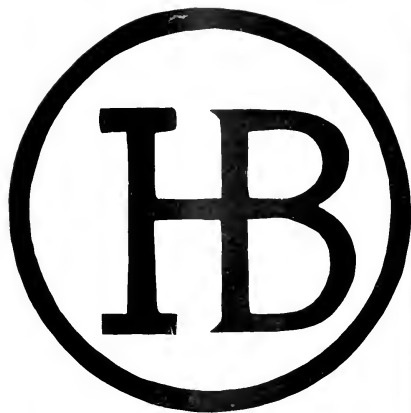
DRUM OUTFITS, STACKERS, POWER TIMBER HANDLERS,
LATHES, DOGS AND OTHER MILL EQUIPMENT

Hardwood Record

Semi-Monthly
Twenty-Second Year

CHICAGO, JULY 25, 1918

Subscription \$2.
Vol. XLV, No. 7.



REG. U. S. PAT. OFF.
ESTABLISHED 1867
INCORPORATED 1904

THE conviction that "Northern Grown Hardwoods" are superior to all others has been demonstrated to be true by recent events. The strength of this conviction is evidenced by our having purchased two saw mills now operating—one in Northern Indiana; one in North Central Ohio—supplementing our Fort Wayne Mills. With these facilities, we are prepared to serve our Government through you to better advantage than ever before with Northern Grown Hardwoods.

LUMBER

3/8" to any size and length

VENEERS

1' 20" to 5.16", incl., up to 22 ft. long

"Intelligent Selection and Service" has been our watchword through fifty-one years of successful operation.

HOFFMAN BROTHERS COMPANY

MAIN OFFICE
FT. WAYNE, IND.

ESTABLISHED 1798

J. Gibson McIlvain & Co.

LUMBER

Hardwoods A Specialty

PHILADELPHIA, PENNSYLVANIA

Manufacturers

Wholesalers

**ROTARY GUM CORE STOCK
CROSSBANDING**

BUILT-UP PANELS and DRAWER BOTTOMS



The Anderson-Tully Company
MEMPHIS, TENN.

Manufacturers of Southern Hardwoods, Veneers and Panels

Thirty years' experience in cutting Rotary—

Timber of the first quality—

Modern equipment—

Thorough and scientific drying—

Staunch crating—

—Thus are we enabled to render you Service—Quality Backed by

THE GOLDEN RULE

Michigan Hardwoods

Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.
Sales Department, Cadillac, Michigan

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

- 39,000' 1 1/16x2" No. 1 Maple Flooring
- 32,000' 1 1/16x2" Clear Flooring
- 90,000' 1 1/16x4" Prime Flooring
- 45,000' 13/16x4" Prime Flooring
- 200,000' 4 4" No. 3 C. Maple
- 500,000' 5 4" No. 3 C. Maple
- 200,000' 6 4" No. 3 C. Maple
- 100,000' 5 4" No. 3 C. Beech
- 100,000' 6 4" No. 3 C. Beech
- 150,000' 6 4" No. 2 C. & Btr. Elm
- 100,000' 8 4" No. 2 C. & Btr. Elm
- 65,000' 10 4" No. 1 C. & Btr. Elm
- 100,000' 5 4" No. 3 C. Basswood
- 27,000' 6 4" No. 3 C. & Btr. Balm of Gilead
- 25,000' 4 4" No. 3 C. & Btr. Red & White Oak
- 10,000' 8 4" No. 2 C. & Btr. White Oak
- 5,000' 10 4" No. 1 C. & Btr. White Oak
- 7,000' 8 4" No. 3 White Oak
- 18,000' 4 4" No. 3 C. Birch

The Kneeland-Bigelow
Company
*Manufacturers of
Hardwood Lumber*

Bay City

Michigan

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's.
Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

300,000' No. 2	BIRCH	50,000' No. 2	OAK
75,000' No. 2	Com. & Btr. 4 4"	Com. & Btr. 4 4"	Com. & Btr. 4 4"
500,000' No. 2	SOFT ELM	50,000' 1st & 2nd	MAPLE
60,000' No. 1	Com. & Btr. 4 4"	14,000' 1st & 2nd	WHITE MAPLE
15,000' No. 1	Com. & Btr. 12 4"		4 4" end dried
500,000' No. 2	BEECH		HEMLOCK
17,000' No. 2	Com. & Btr. 4 4"	125,000' Merchantable	ASH
			4 4"
		15,000' No. 2	Com. & Btr. 4 4"

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

BUFFALO

The Foremost Hardwood Market of the East

G. ELIAS & BRO.

HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring

955-1015 Elk Street

Hugh McLean Lumber Co.

OUR SPECIALTY:

QUARTERED WHITE OAK

940 Elk Street

Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

Including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Gum, Hickory, Maple, Plains & Quartered Oak, Poplar & Walnut.

1100 Seneca Street

BUFFALO HARDWOOD LUMBER CO.

SPECIAL FOR SALE

2" to 4".....No. 1 Common and Better Elm
2", 2½", 3" and 4".....No. 1 Common and Better White Ash
2½" and 3".....No. 1 Common and Better Plain Oak

Hardwoods & Red Cedar

Plain and Qtrd. Oak has been our hobby for years

Yeager Lumber Company

INCORPORATED

EVERYTHING IN HARDWOODS

932 Elk Street

Standard Hardwood Lumber Co.

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 11,000' 5 1/2" FAS. Qd
 10,000' 1 1/2" FAS. Qd
 10,000' 4 1/2" FAS. Qd
 10,000' 4 1/2" No. 1 Com.
 10,000' 4 1/2" No. 1 Com.
RED OAK
 12,000' 4 1/2" No. 1 Com.
 12,000' 5 1/2" No. 1 Com.
PLAIN WHITE OAK
 12,000' 1 1/2" FAS.
 12,000' 2 1/2" FAS.
 12,000' 3 1/2" No. 1 Com. & Br.
 12,000' 12 1/2" No. 1 Com. & Br.
 12,000' 12 1/2" No. 2 Com.
PLAIN RED OAK
 12,000' 1 1/2" FAS.
 12,000' 2 1/2" FAS.
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Main Office, New Albany, Ind.
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 12,000' 5 1/2" FAS. Qd
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 12,000' 5 1/2" FAS. Qd
PLAIN WHITE OAK
 12,000' 1 1/2" FAS.
 12,000' 2 1/2" FAS.
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 12,000' 12 1/2" No. 1 C. & B.
 12,000' 12 1/2" No. 1 C. & B.
 12,000' 12 1/2" No. 1 C. & B.
CHESTNUT
 12,000' 4 1/2" FAS.
PLAIN RED OAK
 12,000' 4 1/2" No. 1 Com.
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 4-4 Com. Strips, 2 to 3 1/2", 1 car
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(See page 17)
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LAMB-FISH LUMBER CO.
Manufacturer, Charleston, MISSISSIPPI

Paepeck Leicht Lumber Company
SOUTHERN HARDWOODS
General Offices, Conway Building, Chicago
Manufacturer

West Virginia leads all other states in the production of oak lumber, and Tennessee stands second on the list. These two states furnish one-third of all the oak lumber used in the United States.

Bedna Young Lumber Company
Manufacturers of Hard Sawn Hardwood Lumber
Saw Mills: Bedna Mill, JACKSON, TENN.
Please let us have your inquiries.

We manufacture Hardwood Lumber
C. & W. Kramer Company
Richmond, Indiana

The oak tree under which John Wesley preached his first sermon in America is still standing in Georgia and is an object of great interest to tourists. It is the common southern white oak.

We specialize in White and Red Oak in Quartered and Plain S&P Hardwood Lumber
ALEXANDER BROTHERS, MISSISSIPPI
Manufacturers, Helzoni

Factories in the United States use approximately two billion feet of oak annually, which is ten per cent of the total sawmill production of this wood.

The white oak is a market for all grades and annually have any right to cut.

There are eight species of oaks in the United States, but only half of which are commonly used. One of the most abundant and valuable of them possesses much value as a source of tannin.

Charles H. Barnaby
Manufacturers of Hard Sawn Hardwood Lumber and Veneers
Greeneville, Ind.

No one should fancy that the "peach oak" leaves are poisonous. It was given that name because its leaves are shaped like those of a peach tree. It is likewise called willow oak because the foliage resembles that of willow.

We have to offer at present, Year 4 1/4 FAS Quartered White Oak, 1 car 4 1/4 No. 1 C & Red Quartered Hard Sawn Lumber
SWANBOUR LUMBER CO.
Manufacturer, Seymour, INDIANA

J. V. Stimson
Manufacturer and Wholesale Hardwood Lumber
Huntingburg, Indiana

The flat oak tree still standing if tradition is true is known as Abraham's oak, now preserved. If the patriarch Abraham ever camped in its shade as the story goes, the tree must have possessed 4,000 years ago.

No wood is more susceptible to the fuming process than oak, and both red and white oak are suitable for this process.

Miller Lumber Company
Manufacturer and Dealer in All Kinds of Hardwood Lumber
Marianna, Arkansas

White oak is the best named of all the trees. The oak bark is yellow and was a favorite material in pioneer times, and it is worth while to investigate it now.

All oak cut from our Virgin Timber on modern sawmills.
TRISTLETHWAITE LUMBER COMPANY,
Manufacturer
Washington, LOUISIANA

Tallahatchie Lumber Company
Manufacturers of Hard Sawn Hardwoods
Phillips, Mississippi

It is hard to believe that a thousand years ago, but there does not seem to be an authentic record of an age of more than 700 years for oak, based on a count of the annual growth.

It is believed that the earliest oak in the United States was the short-leafed oak, which was first seen standing on an elevated plateau in the early part of the 19th century.

ARLINGTON LUMBER COMPANY
Manufacturers of Hard Sawn Hardwood Lumber
Mills: Arlington, Ky., and Park Place, Ark. & White, Arlington, KENTUCKY

It is believed that the combined stand of all the species of oak in the United States would not furnish that of the common white oak. It is fortunate that it possesses so many different qualities and grows in so many parts of the country.

The Germans use some oak in their airplanes, but it is too heavy and brittle to give much service in that place.

Manufacturers of Hard Sawn Hardwood Lumber
HEISS-COOK OAK COMPANY,
Manufacturer, Blissville, ARKANSAS

The turkey oak in the South received that name at an early period because its acorns were small and were usually eaten by wild turkeys.

All oak graded up to quality-knocked down to prime
TRLEY-HOLLOWAY LUMBER COMPANY
Manufacturer, Conway Building, Chicago, ILLINOIS

W. P. Brown & Sons Lumber Co.
Hard Mill manufacturing hardwoods
Louisville, Ky.

Manufacturers of Hard Sawn Hardwood Lumber
Edgar Lumber Company
Weaon, Arkansas

Members of the Middle Ages chose a "peach oak" waistcoating, such as a shawl of red and white. They almost invariably used oak.

Salt Lick Lumber Company
Hardwood Manufacturer
Salt Lick, Kentucky

J. W. Wheeler & Co.
Manufacturers of Hard Sawn Hardwood Lumber and Quartered Oak, Ash and Gum
Memphis, Tennessee

Manufacturers of staves for barrels in both the United States and Europe. The white oak is used for the reason that the wood of the white oak permits less leakage than red oak.

White Oak is Well Manufactured and Well Taken care of. Write us for prices on anything in hardwoods.
THE FIRD BRENNER LUMBER COMPANY,
Alexandria, LOUISIANA

White oak is a variety of interest very little known in this country or Europe. It is from the forests of central Asia, some being cut as far north as Siberia, and other comes from China.

The value of oak crosses in the tracks of railroads has long been understood by engineers. They give the best service because the wood is hard and wears well and holds without warping and rotting decay.

Specials
100,000 ft. 5/4 FAS Plain Red Oak
200,000 ft. 4 1/4 No. 1 Com. Plain Red Oak
500,000 ft. FAS Red Oak
LOUISIANA LUMBER COMPANY,
Manufacturer

The United States government found its forest products more than a hundred years ago by following tracks of live oak timber in the Southern States, guarded against scarcity of material for ships.

Hard Sawn, Equalled, Pocket Leaf White Oak
Plain Oak and Ash Specials
MANSHFIELD HARDWOOD LUMBER CO.
Manufacturer, SHREVEPORT, LA.

It has been found out that the famous "Turkey Oak" which stood near Hartford, Conn., and which figured so prominently in the early history of England, was white oak.

A few specimens that formerly shits were abundant in the vicinity of oak, that has never been seen in the country generally contained a large amount of resin.

White oak is one of the most valuable hardwoods of the South, and belongs to the white oak group. Its acorns are large, thin, and sweet, and cattle like to eat them.

High Grade Lumber
Hyde Lumber Company
South Bend, Indiana
Hard Mill: Arkansas City, Ark. Lake Providence, La.

Manufacturers of Hard Sawn Southern Hardwoods
Colfax Hardwood Lumber Co.
Colfax, Grant Parish, Louisiana

Manufacturers of plows have long shown preference for oak for the handles. This is because oak is so hard and holds its shape when steamed, and holds that shape when dry.

Carrier Lumber & Mfg. Co., Inc.
Sardis, Miss.
Hard Mill: Sardis, a Specialty
Manufacturer

The various kinds of oaks vary as much as 50 per cent in value when they are compared among themselves. There is no great difference in the value of oak species when their strength is taken into consideration.

TRY KNOXVILLE TENNESSEE

You can logically do so because you must ultimately depend more and more on this region for your hardwoods.

No higher type of timber can grow than that abounding in eastern Tennessee. It is found on a soil and in an environment which put quality in the trees generations ago. It is our task merely to see that this quality is utilized to the utmost in making the boards you buy. The best of equipment and highly trained organizations working in one place for years at a stretch make that task easy.

Then too you can be sure of getting the best possible service—always.

Ask about it from any of the following:

The Vestal Lumber & Mfg. Co., Knoxville, Tenn., & Fonda, Ky.
The J. M. Logan Lumber Company, Knoxville, Tenn.

OAK, POPLAR, MAPLE

Walnut, Chestnut, Hickory, Cedar, Ash, Basswood, Beech

MEMPHIS TENNESSEE

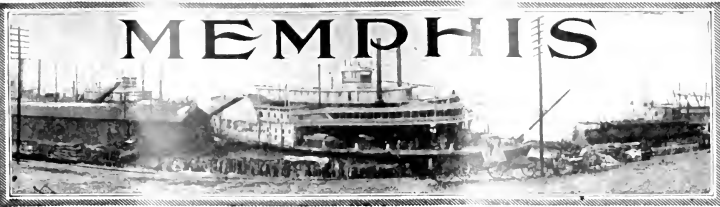
THE WONDER CITY OF HARDWOOD PRODUCTION

Manufacture of Coffins

The manufacture of coffins is not as evenly distributed over the United States as are some other lines of manufacture. Some states have few factories, while others have none. Statistics credit Indiana with eighteen coffin factories, Kentucky with three, Florida none, Alabama three, Mississippi none, Michigan twelve, Ohio twelve, Illinois thirteen, New York twenty-one, New Jersey five, and so on. The distribution is not in the ratio of population, nor in the ratio of deaths. It is evident that certain regions, where manufacturing facilities are favorable, furnish coffins for other regions where facilities are not favorable.

The Memphis region ought to be a center for a large coffin industry, because it has the necessary wood. The factories in Illinois, Indiana and Ohio draw their coffin lumber largely from the states tributary to Memphis. Various kinds of wood are demanded, some having fine grain and attractive figure, others being plain. Much veneering is done in coffin making. The fine woods are the surface or exposed parts, and these are oak, walnut, and gum, in addition to the imported woods like mahogany. Core stock, over which to lay the veneer, is of plainer woods, and two of the most important of these are chestnut and white pine, neither of which is produced in the Memphis region. It is thus seen that the Memphis district furnishes the fine and costly outside material while the cheaper and invisible interior frames and cores come from other regions.



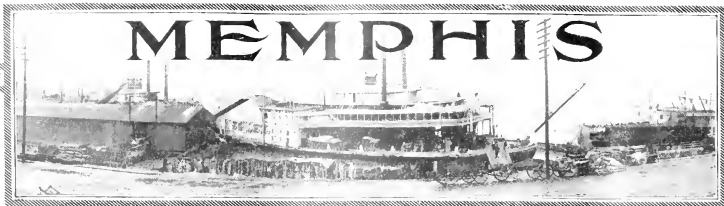


MEMPHIS

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PLAIN RED OAK
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The Kraetzer-Cured Lumber Co.
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 23,400' 852" FAS
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 23,850' 870" FAS
 23,900' 872" FAS
 23,950' 874" FAS
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 24,050' 878" FAS
 24,100' 880" FAS
 24,150' 882" FAS
 24,200' 884" FAS
 24,250' 886" FAS
 24,300' 888" FAS
 24,350' 890" FAS
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 24,450' 894" FAS
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 24,650' 902" FAS
 24,700' 904" FAS
 24,750' 906" FAS
 24,800' 908" FAS
 24,850' 910" FAS
 24,900' 912" FAS
 24,950' 914" FAS
 25,000' 916" FAS
 25,050' 918" FAS
 25,100' 920" FAS
 25,150' 922" FAS
 25,200' 924" FAS
 25,250' 926" FAS
 25,300' 928" FAS
 25,350' 930" FAS
 25,400' 932" FAS
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 27,000' 996" FAS
 27,050' 998" FAS
 27,100' 1000" FAS
 27,150' 1002" FAS
 27,200' 1004" FAS
 27,250' 1006" FAS
 27,300' 1008" FAS
 27,350' 1010" FAS
 27,400' 1012" FAS
 27,450' 1014" FAS
 27,500' 1016" FAS
 27,550' 1018" FAS
 27,600' 1020" FAS
 27,650' 1022" FAS
 27,700' 1024" FAS
 27,750' 1026" FAS
 27,800' 1028" FAS
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 50,000* 12 1/4" No. 1 Com. & Btr.
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 2 cars 7 1/4" FAS
 2 cars 5 1/4" FAS
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 1 car 3 1/2" No. 1 Com.
 1 car 5 1/2" No. 1 Com.
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 2 cars 6 1/4" No. 2 Com.
 2 cars 8 1/4" No. 2 Com.
 1 car 10 1/4" No. 2 Com.
 1 car 12 1/4" No. 2 Com.
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QUARTERED RED OAK
 1 car select 4 1/4" No. 1 Com. & Btr., reg. width & length, 12 mos. dry
PLAIN RED AND WHITE OAK
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 7 cars 12 1/2" No. 1 Com. & Btr., reg. width & length, 8 mos. dry
 6 cars 10 1/2" No. 1 Com. & Btr., reg. width & length, 2 mos. dry
 20 cars 12 1/2" No. 1 Com. & Btr., reg. width & length, 2 mos. dry
PLAIN RED OAK
 5 cars 4 1/4" No. 1 Com. & Btr., reg. width & length, 6 mos. dry
 5 cars 4 1/4" No. 1 Com. & Btr., reg. width & length, 8 mos. dry
 10 cars 4 1/4" No. 2 Com. & Btr., reg. width & length, 8 mos. dry
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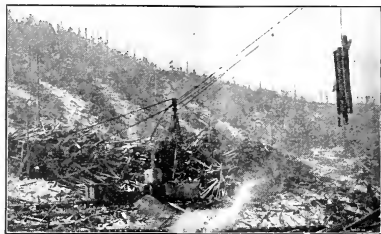
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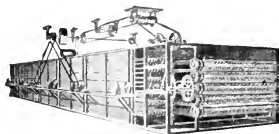
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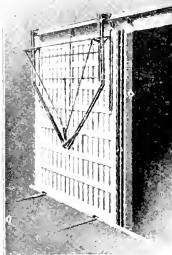
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		QTD. RED GUM
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		2 cars 4 4 No. 1 Com.
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Hardwood Record

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Vol. XLV

CHICAGO, JULY 25, 1918

No. 7



Review and Outlook



General Market Conditions

THE BEST POSSIBLE WAY to get a grip on the hardwood stock situation is to visit a few of the mill sections through the regions of principal hardwood production. In almost any representative mill yard one will find a situation after foundation with nothing on it, and pile after pile of stock partially filled. One will find depleted woods crews with a great many living idle in many cases because there are not enough men to operate it; operating mills very much slowed up because there are not enough men available to take care of the lumber that could be turned out from the bandsaws and resaws; yards which ordinarily are spick and span as a billiard table, littered up with accumulations of lumber which it is impossible to get properly piled. High salaried inspectors are showing lumber shoulders to shoulder with remnants of the usual yard gang. In short, the mills offer a convincing and undeniable proof that lumber production is less than it normally would be, and an inspection of yard records shows sales way in excess of new lumber being put out on foundations. This is a true situation which can easily be verified by anyone really interested in determining what are the actual facts.

Possibly though the best weather game of the shippers' condition is the attitude of the mill trade as a whole toward present laxness in new orders. The past two or three weeks have shown an easing off in the placing of new business, and the sawmill trade indicates a decided feeling of relief rather than apprehension on account of this situation. The common attitude is that with most lumber on sticks sold on orders, and with it increasingly hard to get men enough to take care of shipments, to say nothing of manufacture, it would be a decided help if the millmen were given a slight rest as in many cases they are compelled to turn down new business anyway, and welcome the opportunity of making at least a partial house-cleaning.

For some time the jobber has been operating under difficulties as he has not been able to purchase many of the stocks that he could find a market for. The jobber's view of the present situation is that a slackening in consumer demands is reflected in the greater ease in making purchases from the mill element. This development comes through with absolutely no suggestion of a corresponding break in prices and with the possibility that any softening in the markets will result.

Present high prices, which at last are beginning to reach a point of advance commensurate with increasing production cost, are a decided influence toward conservatism. Much material is being manufactured, which in former times would have been left to rot in the woods or would have been used to fuel in the log-

A general impression of conditions now shows that many buyers have more lumber on hand than they would have purchased had the administration not fixed freight rates; most mills are hopelessly behind in contracts with no chance of catching up until labor is released from war work; very few mills with an adequate supply and those who have wanted that condition did so only by a decision to hold onto their materials for further advances rather than let it go out now on sales at present figures. Some of the best informed lumbermen of the country are refusing to sell here a certain limited percentage of their stocks and are gradually accumulating lumber which is enhancing in value every week.

Government Houses for Workmen

IF THE MOVEMENT UNDER WAY AT CLEVELAND, O., works out as the chamber of commerce of that city has planned, it will mark a departure from past methods. The chamber intends to ask the government to give two million dollars to be expended in building houses for workmen employed in government undertakings. The money will not be asked as a loan but as a gift.

The housing problem is acute in Cleveland. Large numbers of workmen spend two hours or more every day on street cars, traveling to and from their places of employment; and even when they have found houses miles away, conditions are often unsatisfactory and rents are very high. The charge is made that landlords are profiteering in Cleveland to a greater extent than in most cities.

The disadvantages under which workmen live are said to be seriously interfering with the production of munitions in Cleveland, and it will be on that ground that the government will be asked to furnish money to build workmen's houses.

The banks of Cleveland are reported to be unwilling to lend money for house building at this time; not because money is scarce or the security doubtful, but as a matter of precaution. The banks explain their unwillingness to lend now by the fact that another liberty loan is coming, and if the people of Cleveland do not subscribe the district quota, the banks may be called upon to do so. Therefore, they must keep money on hand for that purpose.

The situation is interesting and in some respects novel. If the government builds houses for workmen in Cleveland, why should it not do the same in other cities where conditions are similar? If it builds houses in that way, will it buy the ground on which to build them? What will become of the houses after the war? If the government should not care to own and rent the houses, the policy would be changed from what it was before the war. But, as yet, the money has not been appropriated to build the houses, and it is not necessary to become excited before anything happens.

New Member of the Family

A NEW COMER HAS FOUND A PLACE in the family of wood-using industries, and though a young member, it is healthy and strong, and let no one doubt that it has come to stay. It is the airplane industry. The demand is sufficiently great to call for specially designed machinery for manufacturing this article. The machinery is for sale and is featured in trade advertisements. One manufacturer offers an "airplane propeller shaping machine" for one thousand dollars. This is cited to show that this newest wood-working business is getting on a commercial basis, and it is taking its place along with the older industries like vehicle making and furniture.

Millions of feet of wood are going into airplanes this year, but they are mostly for war. Demands for machines of that type will largely disappear when the war ends; but the industry has now been established and it will not stop. The airplane has a place in peace as well as in war, and it will continue to be used. Just how much manufacturing will be done on a peace basis cannot yet be stated, but it will be considerable. The demand will be large for exhibition purposes. Flying will be a fad in which persons with means and with a liking for romance will indulge themselves. Doubtless some business will be transacted in the air, such as carrying mail and messages, and probably some traveling will be done in that manner. Let no one doubt that the commercial demand for airplanes has arrived and that the demand will be met.

Special machinery will be needed and will be provided. Airplane lumber will be on the market and in proper grades, dimensions and kinds. Repair shops will come into existence, and graduate flyers and skilled mechanics will be ready for the call.

A new industry of such size and with such promise of development never before came into existence in so brief a time. The war hastened it, but it would have come anyhow, for it was already on the way before the powder magazines of the nations were touched off by the German invasion of Belgium. It is an interesting thing to be privileged to witness and to study the coming in of a new phase of life, business and invention as important as this one is.

Manufacturing Limit Reached

NO MORE FACTORIES SHALL BE BUILT in the immediate future in the busiest and most congested manufacturing region of the United States. This is a military decision and a war order, and has been promulgated by government authority. The barred district includes New England, southeastern New York, eastern Pennsylvania, eastern Maryland, and all of New Jersey and Delaware.

The transportation systems and the labor supply in that zone are working to the limit. No additional coal can be delivered in that district, over and above what is now being delivered. Facilities are so crowded that nothing more can be undertaken. To add to the burden would lead only to congestion and confusion. It was in view of this situation that the decision has been reached that no new factories shall be built within those boundaries.

The ruling will not be construed as being so iron bound that necessary additions to existing plants may not be provided, or even a new plant be built, if the situation demands a local departure from the ruling. The worst embargoes during the past year or two have been in this zone, and the purpose is to improve the situation by diverting to other localities the new business as it comes up.

It is believed that the expansion will be southward, particularly the transportation increase; and that the Atlantic ports on the lower Chesapeake bay and southward will receive additional trade. That ought to hold true particularly of the military transportation to Europe during the remainder of the war. It would be poor business to continue shipping through the northern ports, which are crowded to the limit, if harbor and shipping facilities as advantageous can be found in the southern Atlantic cities. It is not improbable that we are about to witness a change in the routing of much of our war commerce across the sea.

Better Freight Transportation

BIGGER CARLOADS are accomplishing better freight transportation over the railroads. The same number of cars carry more stuff than formerly. The government has issued a report that effect, comparing April of this year with the same month in 1917. This year the average carload was 29.4 tons; last year it was 25.7. This year the average trainload was 696 tons; last year it was only 651 tons. The story of improvement in transportation is thus told by official figures.

The campaign for heavier loading has brought results. It was realized that empty or partly filled cars are unprofitable. The policy has been to move no car that is not loaded to its capacity. The movement has been supported by cooperation among shippers, who benefit themselves while they are adding to the revenue of the railroads.

The single management under which all railroads are being operated is credited with the success thus far attained, but part of the success is due to the shippers who have promptly seconded the government's efforts to load cars to capacity. The amount of freight moved has increased, without a corresponding increase in cars and locomotives. This is a good showing during the early period of government control of the railroads.

However, it would have been more encouraging if the improvement in carrying capacity had sufficed to so increase the income as to make unnecessary the steep advance in freight rates which have been put in effect.

A Look Ahead

THE LEADING BRAINS OF THE NATIONS are already applied to the problem of analyzing the future. The task is hard for the basis for judgment is vague. But plans must be made and are even now in the making.

It would seem that the first thing to consider is that the world will come from the conflict vastly in debt. The world then must produce for it must have things to sell. It is a cause for hope that lumber has an important part in most of our primary industries or in articles in which wood is wholly or largely used.

The world will have been made more democratic by the war. The social planes will not be so clearly defined and those on the lower strata will demand a higher character of surroundings than formerly and this demand will be met more sympathetically.

While the end of military rivalry is one of the objectives of the war, there must always be instruments of force to keep order. The best regulated city is the one with the most efficient police. In the past the United States has been militarily negligible. It will not be so in the future and many of the lines of wood consumption opened up by war demands will remain as regular trade in years to come.

While it is true that the war devastated area is small in comparison to the whole, the destruction is complete. Further, American standards will have an influence on future living conditions abroad through the millions of troops who will go here and the closer contact between the two continents.

Reconstruction takes material and as it must be done with speed the most accessible and most easily handled material—wood—will be demanded. The world is becoming accustomed to doing big things quickly, and will go about its post-war problems in the same way. It seems foolish to say that the world will be too poor to rehabilitate itself for the war expense has been so great that the cost of reconstruction will be as nothing, especially as a vital necessity will exist.

Normal industries will approach normal volume only gradually but in comparison to production in war times, normal lines of manufacture will show an increase. Lumber will be the key to rapid reconstruction and will continue indispensable to the industries demanding it in peace times. Lumber has a strong future and should not be sacrificed now.

Occurrences at Washington Interesting to Lumbermen

Bids on Hardwoods to Be Supplied the Government

Commodity contracts for the purchase of hardwoods by the government were let by the War Industries Board from June 15 to September 15, according to statements by the War Industries Board.

On all government orders issued under the price-fixing effect on the 15th of the date the order was approved by the commodity committee, the price is adapted to the market conditions at the time the order was placed. As a consequence of this that the shipper will receive the same price for the goods as he would have received if the goods had been sold on the open market. The price is fixed as of the date of the order, and is not subject to change. It is possible, however, that the shipper will receive a higher price if the market should advance before the goods are delivered. The price is fixed as of the date of the order, and is not subject to change. It is possible, however, that the shipper will receive a higher price if the market should advance before the goods are delivered. The price is fixed as of the date of the order, and is not subject to change. It is possible, however, that the shipper will receive a higher price if the market should advance before the goods are delivered.

All orders for the government will take the price prevailing at the time the order is placed. It is possible that this rule shall not be applied prior to June 14, 1918, for shipments of hardwoods to be delivered prior to June 14, 1918. All orders for the government will take the price prevailing at the time the order is placed. It is possible that this rule shall not be applied prior to June 14, 1918, for shipments of hardwoods to be delivered prior to June 14, 1918. All orders for the government will take the price prevailing at the time the order is placed. It is possible that this rule shall not be applied prior to June 14, 1918, for shipments of hardwoods to be delivered prior to June 14, 1918.

Prices of Appalachian hardwoods, such as red, white, yellow, and black, shipments of same, etc., will be taken up by the government soon, it is reported, following the designation of A. J. Justus, lumberman of Parkersburg and Baltimore, as the Director of Lumber Edgar, Mr. Justus is a private in the army and is a lumber lover.

To save time and money in meeting emergency calls for lumber, the construction division of the War Industries Board has established a construction lumber depot at Gilmerston, Va. It is estimated that a yearly saving of approximately a quarter of a million dollars will be effected, through its operation.

In the past, whenever the army constructors were required to buy additional lumber, the transaction was made at yards in the immediate vicinity. The average increase in price for this material over the lumber originally purchased for the job ran from \$9 to \$12 per thousand feet. By purchasing in large quantities and charging only for yard maintenance, the greater part of this excess price is expected to be saved to the government.

A stock of from 12,000,000 to 15,000,000 feet of lumber will amount to between 50,000,000 and 60,000,000 feet. A fund of \$500,000 has been set aside as necessary working capital for the yard.

The Gilmerston yard is situated on the Elizabeth river a few miles from Norfolk and has a frontage of some 4,000 feet on navigable salt water. It is operated by experienced lumbermen.

If you have walnut trees, twelve inches or more in diameter, write to Capt. R. L. Oakley, Production Division, Small Arms Section, Ordnance Dept., 6th and B Sts., Washington, D. C. He will advise you where you can sell your walnut at a fair price.

The appointment of additional architects in connection with the housing projects is announced as follows:

Murphy and Dema, 231 Madison Ave., New York City, architects for project at Waterbury, Conn.

Trowbridge and Livingston, 527 Fifth Ave., New York City, architects for project at New Brunswick, N. J.

Clarke & Howe, Turks Head Building, Providence, Rhode Island, as architects for the project contemplated at that point, and

Ray & Waggaman, 1211 Connecticut St., Washington, D. C., as architects for housing project at Washington, D. C. Yard.

The Bureau of Industrial Housing and Transportation of the Department of Labor, has invited bids for the construction of housing accommodations for 600 families in Bridgeport, Conn., from the following contractors:

Cantwell-Wingate Company, New York City; C. T. Wills, Inc., New York City; The B. Wallis Lines Company, New Haven, Conn.; Casper Ranzger Construction Company, Holyoke, Mass.; J. J. Chambers Company, New York City; George A. Fuller Company, Boston, Mass.; T. J. Parly Construction Company, Bridgeport, Conn.

The two new buildings at the Naval Hospital and Dispensary, Norfolk, Va., are now under construction. The buildings are being built by the Naval Hospital and Dispensary, Norfolk, Va., and are being built by the Naval Hospital and Dispensary, Norfolk, Va.

The War Industries Board has awarded a contract to the Continental Shipbuilding Corporation, Bridgeport, Conn., for the construction of 100 motor launch boats. This is the first contract of the kind awarded to a private contractor under the War Industries Board.

Contract for the construction of 100 motor launch boats was awarded to K. W. M. Co., Bridgeport, Conn., by the War Industries Board. The contract is for the construction of 100 motor launch boats, which will be used by the War Industries Board. The contract is for the construction of 100 motor launch boats, which will be used by the War Industries Board. The contract is for the construction of 100 motor launch boats, which will be used by the War Industries Board.

The fuel and oil consumption regulations for conservation in the War Industries Board have been appointed to the War Industries Board. The War Industries Board has appointed to the War Industries Board. The War Industries Board has appointed to the War Industries Board. The War Industries Board has appointed to the War Industries Board. The War Industries Board has appointed to the War Industries Board.

The war department is changing the type of army escort wagons to a type that is much smaller and that can be turned around in a small space and operated in narrow quarters such as are found in French towns and camps. Pending completion of the experiments and official tests of the new type the department has eased up on the contracts for the old type escort wagons in the matter of the number required during the time of delivery. The old type of wagon may be discontinued altogether.

Ira C. Darling has been placed in charge of the erection section of the new chemical division of the War Industries Board. C. H. Conner has charge of the section of wood chemicals.

This congress may pass a bill for a new national park on Mt. Desert Island, off the Maine coast. The high ground that it is proposed to include in this park is said by foresters to contain some of the finest existing specimens of magnificent hardwood forests that once covered a large portion of the eastern part of the United States.

W. R. Groves, formerly assistant United States forester, has been promoted from major to lieutenant colonel in charge of forestry and lumbering operations in the American Expeditionary Forces.

W. T. Chantland, chief examiner of the Federal Trade Commission and who landed the commission's case against the western retail lumber yards some months ago, has been given indefinite leave of absence by the commission to accept a commission as major in the national army.

The shipping board has announced the appointment of J. H. Kirby as lumber administrator to have charge of logging operations, the cutting of lumber, mill shipments, placing of orders, withdrawing and cancelling of same, lumber storage yards, disposing of lumber not needed or unusable for government purposes. His activities will have to do with the board and the fleet corporation and he will spend some time in Philadelphia.

W. J. Haynes will move from New Orleans to Philadelphia in connection with the board's lumber purchases, etc.

Wooden ships to the number of 200 are to be placed in the coastwise trade to relieve the railroads. Such ships will be supplied with machinery as soon as steel ships are supplied.

The war department has called 3,000 men of the first class for limited service in the storage for airplanes. They must report

about the last of the month. Men in other classes under the draft may engage in the work under certain conditions.

The navy department will open bids at Washington, D. C., August 6 for many items of hardwoods, listed in schedules 1867 and 1868. The bids must be made on regulation blanks which will be supplied for the purpose. Following are some but not all of the items for which the bids will be opened August 6:

30,000' b. m. (about), beech, birch, maple, or mixed, live, air or shipping dry, No. 1 common, 1 by 8" and up wide, 10 to 16' lengths, to average 12".

10,000' b. m. (about), 2 by 2".

30,000' b. m. (about), 3 by 3".

6,000' b. m. (about), 1/2 by 2", 5,000' (about), 3 by 3";

50,000' b. m. (about), 4 by 4".

25,000' b. m. (about), beech, birch, maple, or mixed, live, air-dried, No. 1 common strips, for cockpit sheathing in steamers and motor boats, 3/4 by 3 1/2" by 6 to 12', averaging at least 9' long.

6,000' b. m. (about), beech, birch, maple, or mixed, live, No. 1 common strips, for cockpit sheathing in steamers and motor boats, 3/4 by 1/2" by 6 to 12', averaging at least 9'.

Beech, birch, maple, or mixed, live, for awning stanchions and flagstuffs, air or shipping dry, 4 to 16' long, averaging at least 7", or standard lengths 8 to 16', as follows: 5,000' b. m. (about), 2 1/2 by 2"; 5,000' (about), 3 by 3"; 5,000' (about), 3 1/2 by 3 1/2"; 5,000' (about), 4 by 4".

Beech, birch, maple, or mixed, live, air or shipping dry, 4 to 16' long, averaging at least 7", or standard lengths 8 to 16', averaging at least 12' long, as follows: 10,000' b. m. (about), 2 by 2"; 10,000' (about), 3 by 3"; 10,000' b. m. (about), 3 1/2 by 3 1/2"; 10,000' b. m. (about), 4 by 4".

An alternate bid on ash may be submitted for each of the above lots of beech, birch, maple or mixed.

25,000' b. m. (about), beech, birch, maple, or mixed, live, air-dried, No. 1 common strips, for cockpit sheathing in steamers and motor boats, 3/4 by 3 1/2" by 6 to 12' long, averaging at least 9'.

Beech, birch, maple, or mixed, live, for awning stanchions and flagstuffs, air or shipping dry, 4 to 16' long, averaging at least 7", or standard lengths 8 to 16', averaging at least 12", as follows: 5,000' b. m. (about), 2 by 2"; 5,000' b. m. (about), 3 1/2 by 3 1/2".

WHITE ASH

5,000' b. m. (about), ash, white, (for boat-hook handles), air or shipping dry, 2" thick by 2 to 4" wide or wider in multiples of 2" by 8 1/2 to 9" long.

Material showing on the end more than 20 rings of annual growth per inch will be inspected carefully for wet rot or brashiness. Rate of growth shall be approximately uniform. Pieces that are brash or very porous—more than one-third of each annual ring showing large or numerous pores—light weight excluded. Material will be admitted in any amount (and preferred, since not liable to powder-post injury), but material must not contain pith or heart center. Pieces must be straight and straight-grained except when designated up to 1" in 30' allowed. Worm holes, decay in any stage, and shakes will not be admitted. Knots allowed only as follows: Sound tight knots not over 1 1/2" (largest diameter) allowed in one-fourth the length of both ends, but not in the middle half. Splices not allowed. Surface checks over 1/2" deep excluded.

Flitch accepted, but only usable per ton measured.

Samples may be tested by contractor under the above specifications showing evidence of the presence or attack of the powder-post beetle will be rejected as a whole and not handled or selected by the inspector.

Any lumber upon delivery is to be checked for thickness.

24,000' b. m. (about) ash, white, live, step plank, common, for ladder treads, air dry, 10 to 12" wide, averaging at least 11", 10 to 16' long, averaging at least 13", thickness 2".

Ash to be in accordance with the latest rules of the National Hardwood Lumber Association.

Ash white ash delivered by a contractor under the above specifications showing evidence of the presence or attack of the powder post beetle will be rejected as a whole and not handled or selected by the inspector.

20,000' ash, white, live, for ladder treads, step plank, common, air dry, 10 to 12" wide, by 10 to 16' long, air-dried, 2" thick.

10,000' b. m. (about), ash, white, live, rough, step-plank, common, air dried, 10 to 12" wide, averaging at least 11", 10 to 16' long, averaging at least 13", thickness 2".

6,000' b. m. (about), 2" ash, white, live, for ladder treads, air dried, step plank, common (works 60 1/2" in 4' or longer cuttings with one face and one edge clear), 10 to 12" wide, averaging at least 11" by 10' to 16' long, averaging at least 13".

5,000' b. m. (about), ash, white, live, step plank, common, air dry, 2" thick by 10 to 12" wide, averaging at least 11", by 10 to 16' long, averaging at least 13".

5,000' b. m. (about), ash, white, live, air-dried, step plank, common, 10 to 12" wide, averaging at least 11", 10 to 16' long, averaging at least 13", 2" thick.

Ash, white, live brown, mixed, or Oregon (haddock to state which), for joiler work; air or kiln dry, firsts and seconds; 6" and up wide, averaging at least 9' long, 8 to 16' long, standard lengths, as follows: 60,000' b. m. (about), 1" thick; 50,000' b. m. (about), 1 1/4" thick; 60,000' b. m. (about), 1 1/2" thick; 40,000' b. m. (about), 2" thick; 15,000' b. m. (about), 3" thick; 10,000' b. m. (about), 4" thick.

20,000' b. m. (about) ash, white, live, firsts and seconds, for long side ladders, shipping dry or green, 10 to 12" wide, averaging at least 11", 20 to 30' long, in multiples of 1', averaging at least 24", 2 1/2" thick.

30,000' b. m. (about) ash, white, live, firsts and seconds, for long side ladders, to be shipping dry or green 10 to 12" wide, averaging at least 11" wide by 20 to 30' long, in multiples of 1', averaging at least 24' long, 2 1/2" thick.

Ash, white, live, firsts and seconds, shipping dry or green, for short and long side ladders, 10 to 12" wide, averaging at least 11" wide, as follows: 5,000' b. m. (about), 2" thick, length 16 to 29", averaging at least 18'; 10,000' b. m. (about), 2 1/2" thick, length 20 to 30' feet, in multiples of 1', averaging at least 24".

3,000' b. m. (about), 2 1/2" ash, white, live, for long side ladders; shipping dry or green, first and seconds, 10 to 12" widths, averaging at least 11" by 20 to 30' long, in multiples of 1', averaging at least 24".

5,000' b. m. (about) ash, white (for long side ladders), firsts and seconds, shipping dry or green, 2 1/2" thick by 10 to 12" wide, averaging at least 11" by 20 to 30' long, in multiples of 1', averaging at least 24".

Ash, white, live, first and seconds, for companionway ladders, shipping dry or green, 8 to 12" wide, averaging 10", 10 to 16' long, averaging 14", as follows: 50,000' b. m. (about), 1" thick; 25,000' b. m. (about), 1 1/2" thick; 75,000' b. m. (about), 2" thick.

Ash, white, live, for companionway ladders, first and seconds, air dried, 8" to 12" wide, averaging at least 10" wide, by 10 to 16' long, averaging at least 14" long, as follows: 10,000' b. m. (about), 1" thick; 10,000' b. m. (about), 1 1/2" thick; 15,000' b. m. (about), 2" thick.

15,000' ash, white, live, for short side ladders, first and seconds, as follows: to be shipping dry or green, 10" to 12" wide, averaging at least 11" wide, by 16 to 20' long, averaging at least 18' long, 2" thick.

Ash, white, live, rough, first and seconds, air dried, 8 to 12" wide, averaging at least 10", 10 to 16' long, averaging at least 14", as follows: 30,000' b. m. (about), 1" to 3,000' b. m. (about), 1 1/2"; 60,000' b. m. (about), 2".

Ash, white, live, for companionway ladders, air dried, firsts and seconds, 8 to 12" wide, averaging at least 10" by 10 to 16' long, averaging at least 14", as follows: 3,000' b. m. (about), 1 1/2"; 3,000' b. m. (about), 1 1/2"; 3,000' b. m. (about), 1 1/2".

5,000' feet for short side ladders, as follows:

Ash, white, live, firsts and seconds, air or kiln dry, as follows:

45,000' b. m. (about), 5/8 by 10" and wider, 10 to 16'.

90,000' b. m. (about), 1 by 6" to 12", average 10", 10 to 16' long, average 12".

10,000' b. m. (about), 1 by 8" to 25", average 10", 10 to 16' long, average 12".

4,000' b. m. (about), 1 1/4 by 6" to 12", average 9", 10 to 16' long, average 12".

4,000' b. m. (about), 1 1/4 by 8" to 15", average 10", 10 to 16', average 12".

32,000' b. m. (about), 1 1/2 by 6" to 12", average 9", 10 to 16', average 12".

32,000' b. m. (about), 1 1/2 by 6" to 12", average 9", 10 to 16', average 12".

Ash, white, live, firsts and seconds, air or kiln dry, as follows:

12,000' b. m. (about), 1 1/2 by 6" to 12", average 9", 10 to 16', average 12".

3,000' b. m. (about), 2 by 12" to 15", 11 to 16', average 19".

1,000' b. m. (about), 2 by 12" by 15".

1,000' b. m. (about), 4 by 6" to 12", average 9", 10 to 16', average 12".

1,000' b. m. (about), 5 by 6" to 12", average 9", 10 to 16', average 12".

Ash, white, live, firsts and seconds, air or kiln dry, as follows:

36,000' b. m. (about), 1 1/2 by 6" to 12", average 9", 10 to 16', average 12".

10,000' b. m. (about), 1 1/2 by 8" to 15", average 10", 10 to 16', average 12".

16,000' b. m. (about), 2 by 12" to 15", 11 to 16', average 13".

32,000' b. m. (about), 2 1/4 by 12" to 15", 11 to 16', average 13".

Ash, white, live, firsts and seconds, air or kiln dry, as follows:

8,000' b. m. (about), 2 1/2 by 8" to 12", average 10", 10 to 16', average 12".

8,000' b. m. (about), 3 by 8" to 12", average 10", 10 to 16', average 12".

8,000' b. m. (about), 4 by 6" to 12", average 9" to 10 to 16', average 12".

8,000' b. m. (about), 5 by 6" to 12", average 9", 10 to 16', average 12".

22,000' b. m. (about), ash, white, live, for mess tables, firsts and seconds, 10 to 14" wide, average at least 11", 10 to 16', average at least 12' long, air or kiln dried, 1" thick.

100,000' b. m. (about), ash, white, live, for mess benches, firsts and seconds, 11 to 14" wide, to average at least 1 1/2", 10 to 16', average at least 11' long, air or kiln dried, 1 1/4" thick.

Ash, white, live, firsts and seconds, air or kiln dry, as follows:

20,000' b. m. (about), 1 by 10" up wide.

30,000' b. m. (about), 1 1/2".

50,000' b. m. (about), 1 1/2".

75,000' b. m. (about), 2 by 6" up wide.

12,000' b. m. (about), 2 1/2".

5,000' b. m. (about), 3 by 8" up wide.

10,000' b. m. (about), 4 by 8".

Above ash to average 9" wide, to be furnished in commercial lengths.

5,000' b. m. (about), 3 by 4", 8,000' b. m. (about), 6 by 6".

Ash, white, live, firsts and seconds, shipping or air dry, as follows:

15,000' b. m. (about), 1" thick, by 8 to 15" wide, averaging 12" wide by 10 to 16' long in standard lengths.

25,000' b. m. (about), 1 1/4" thick by 8 to 15" wide, averaging 12" wide by 10 to 16' long, in standard lengths.

men of small means may acquire homes, that rural life may be made attractive and that the problems of marketing and distribution may be solved.

That the land settlement program of Hon. Franklin K. Lane, Secretary of the Interior, as outlined in the letter of this official to President Wilson, under date of May 21 last, be strongly endorsed.

That the association appoint a legislative committee "to study the land settlement laws of other nations and states with a view to recommending to the legislatures of the states containing lands within the alluvial district of the lower Mississippi and its tributaries the adoption of such laws as will aid in the preparation, development and settlement of cut-over, swamp and overflowed lands within this territory."

That, because the development and opening of new lands are imperative to the nation and to the various states, the association "strongly recommends to Director General McAdoo that home-owners' rates, formerly in effect, be re-established, especially into the alluvial areas along the lower Mississippi, where millions of acres of the richest lands in this country are awaiting the coming of new settlers for development."

That the association "urge upon Director General McAdoo the importance of continuing the agricultural development department of the railroads, particularly in this alluvial territory, of permitting the railroads to cooperate with other worthy organizations which are working for the development of farm lands and the improvement of farming methods, and of appropriating sufficient funds from the operating incomes of the railroads to carry on this work."

The legislative committee authorized in one of the resolutions, as already quoted, was named by President John W. McClure and consists of the following: W. H. Dick, Tallahatchie Lumber Company, Philipp, Miss., chairman; P. H. Starks, Lamb-Fish Lumber Company, Charleston, Miss.; W. E. Hyde, Desha Lumber Company, Memphis; J. F. McSweeney, Memphis Band Mill Company, Memphis, and S. E. Simonson, Luxora, Ark.

The semi-annual was called to order immediately after luncheon was served at 12:30. There were members present representing a total of nearly 1,000,000 acres of cut-over alluvial lands.

President McClure delivered a brief address of welcome and then reviewed the activities of the association within the past six months, during which he noted such material progress that he regarded the success of the organization as assured. He made a strong plea for a larger membership, in order that there might be a still stronger organization for the preliminary work which has been undertaken by this organization as well as for the more important duties which lie ahead, including the working out of definite and concrete plans for clearing, developing and colonizing these alluvial properties.

In this connection Mr. McClure called attention to the fact that, at a meeting of the directors held immediately before the semi-annual, each member was charged with bringing in one new member within the next six months. He did not announce what penalty for failure would be imposed, but intimated that it would be so severe that every member of the association would want to escape it.

President McClure made a number of recommendations, all of which were acted upon favorably by the resolutions committee, the report of which has already been given.

F. E. Stonebraker, secretary, said that five new members had joined the association since last January and that the members of this organization were co-operating, to the limit of their ability, with the Food Administration and with other arms of the government in everything looking to the winning of the war, and cited instances where owners of cut-over lands had plowed up cotton in order that they might raise corn and other foodstuffs crops.

One of the principal addresses was that delivered by George H. Sheldon, formerly governor of Nebraska but now a planter at Wayside, Miss., in the heart of the "alluvial empire." He spoke on "Conscious and Unconscious Co-operation" not only in winning the war, which is the main problem before the American people, but also in finding a solution of labor and other problems that must necessarily come with the closing of the present gigantic struggle, the outcome of which he did not, for a moment, doubt would be a glorious victory for the allied governments.

Mr. Sheldon said that, in his opinion, the entire civil population of the United States should be organized into a solid, cohesive mass for buying Liberty bonds and War Savings Stamps, for the raising of Y. M. C. A., Red Cross and other war work funds, and for carrying

ing on all activities growing directly or indirectly out of the war, and asserted that \$50,000 spent in proper organization is far more effective than \$50,000,000 spent in advertising Liberty bonds and other offerings of the government."

He made an eloquent plea for better relations between white employers in the South and the negro laborers and for more equitable division with the latter of the fruits of their labor. He believed that the return of the negro soldiers to the South would present a problem greater than that arising in any other part of the country, and he urged that land owners deal leniently with these men and help them to find work and homes. He pointed out that the negroes are, for the first time in their history, doing their full duty to the government in furnishing troops, in buying Liberty bonds and War Savings Stamps and in supporting the various war work funds, and that this attitude on their part entitled them to far greater consideration than they had ever received. He believed that the habits of thrift and saving inculcated by the war should be encouraged as far as possible, and declared that, if this were done, the South would, with the savings of the negroes added to the capital of the land owners, come into its own after the ending of the present struggle. He predicted that owners of lands who are now cultivating these with day labor and with hired hands would, in the not distant future, become landlords, with the greater portion of their holdings worked by negroes on a rental or crop-sharing basis.

In connection with the clearing of cut-over lands, Mr. Sheldon asserted that the negro was the best labor available for that purpose, and he said that he had this important fact in mind in appealing for better treatment of the negro.

Homer K. Jones of Memphis was to have delivered an address on "Excess Profits and Their Application," but he was ill and unable to be present.

A delightful feature of the program was an impromptu talk by Mrs. Roussan, editor of the Osceola (Ark.) Times, in which she declared that the developments in her own native county, Mississippi, had been so great during the past few years that they represented the realization of the fondest dreams of her girlhood days. In well chosen language she painted a brilliant picture of the future, and her enthusiasm and her confidence were an inspiration to every member of the association within the sound of her well-modulated voice.

The program closed with the showing of moving pictures, which gave a very definite idea of the vast improvement that has taken place in the building of good roads throughout the alluvial regions and of the efficiency of the machinery employed for that purpose.

Larger Hardwood Output Indicated

Although decrease in production of gum and oak as well as some other items occurred in Memphis territory during the month of June as compared with sales and shipments of these materials, indications are that there will be considerable gain in hardwood output during the current month and probably through August.

This view is based on the fact that there are more cars for handling logs to the mills, that more men are available for work in the woods and that larger forces are to be had for manning hardwood manufacturing establishments. The laying-by of cotton and other crops is releasing large numbers of men for cutting and hauling timber to the rights of way of the railroads, and the enforcement of the "work or fight" measure of the government on all men between the ages of 16 and 65 is expected to still further increase the available supply of men for all activities connected with the preparation of timber and its conversion into hardwood lumber.

In this connection, however, it should not be forgotten that there is still quite a pronounced shortage of labor and that many plants are unable to operate at anything like capacity, even with the increases in labor supply already suggested. Any increase in production will therefore be relative, since practically every member of the trade is of the opinion that under no conditions can hardwood production be brought up to normal.

The Wood of Chairs

Chair-making is one of the most important of the big, old-time industries of the United States, and the industry is still growing rapidly. In 1914, the value of the products of the chair-making industry was \$10,000,000, and the value of the raw materials used was \$10,000,000.

Prior to 1914, the value of the chair stock exceeded that of the raw materials. This is due to the fact that many kinds of wood entering into the manufacture of chairs are used to the extent of more than one time. The normal total annual consumption of raw materials for the manufacture of chairs is about 100,000,000 board feet, and the relative quantity of the leading woods used is shown as follows:

Wood	Quantity
Maple	40,000,000
Box elder	10,000,000
White oak	10,000,000
Red oak	10,000,000
Two-grain	10,000,000

These figures show that the value of the raw materials entered into the manufacture of chairs is about 100,000,000 board feet, and the value of the finished chairs is about 10,000,000. It will be seen that the value of the raw materials is three times that of the finished chairs. This is due to the fact that many kinds of wood are used in the manufacture of chairs, and the value of the raw materials is accordingly increased. It will perhaps be interesting to some that the value of the raw materials for the manufacture of chairs is about 100,000,000 board feet, and the value of the finished chairs is about 10,000,000. The explanation of this is that the value of the raw materials is increased by the fact that many kinds of wood are used in the manufacture of chairs, and the value of the raw materials is accordingly increased. It will perhaps be interesting to some that the value of the raw materials for the manufacture of chairs is about 100,000,000 board feet, and the value of the finished chairs is about 10,000,000.

Maple by States and Industries

The latest figures on the production of maple lumber show a cut of 909,427,274 feet per year in the United States. It is produced in thirty-four States. Eight kinds of maple contribute to this total, and if box elder is counted as maple, there are nine species, namely, sugar maple, silver maple, red maple, soft maple, mountain maple, striped maple, Oregon maple, big maple, dwarf maple, red maple, and box elder. The eastern sugar tree furnishes perhaps ninety per cent of all the maple lumber and is generally called hard maple, all the others being classed as soft. The four States, Michigan, Wisconsin, West Virginia, and Pennsylvania, furnish more than half of all maple lumber, and Michigan alone more than one third of it.

Next maple goes to its final uses—rough lumber. It first passes through shops or factories. In fact, a little more goes to factories than passes through sawmills. That apparent inconsistency is accounted for by the fact that certain factories receive logs instead of lumber and thus make use of some wood which has not first passed through sawmills.

The accompanying table was prepared to show the use of maple in twenty States and by twelve industries in those States. These twenty States consume 99 per cent of all the maple, and the twelve industries

95 per cent of it. It makes it apparent that the table represents practically the whole consumption of maple in this country, though the area covered by it does not include maple less than half of the United States, and the twelve industries are only the most important of the fifty three wood-using industries recognized in this country.

As a rule, States which produce much maple are large users of it. Factories which need it are generally located in proximity to the supply. However, considerable quantities are shipped rather long distances to supply the wants of regions which are not large producers of this wood.

The largest industry in the table is mill work. That term includes a number of items, but the largest, so far as maple is concerned, is flooring, but millwork includes much wood used as interior house finish and stair work. The second largest item is furniture and this business is well distributed over the country, but Wisconsin leads all other States in the manufacture of maple furniture.

The accompanying table should assist manufacturers of maple lumber who are not marketing their stock to as good advantage as they think they ought. It shows where the largest call is for grades suitable for particular industries.

USES OF MAPLE BY INDUSTRIES AND STATES—BOARD FEET PER YEAR

	Agricultural											
	Millwork	Furniture	Boxes	Shoe lasts	Maple products	Musical instruments	Hoops	Woodenware	Vehicles	Office fixtures	Lantern appliances	Spools
Michigan	1,043,779,106	11,437,000	1,217,500	11,350,000	1,485,500	1,317,500	2,313,000	26,842,375	12,108,553	7,366,500	3,064,000	.....
Illinois	18,662,000	.....	.....	.....	25,182,000	17,653,000	.....	.....	921,000	605,000	568,000	.....
New York	23,770,700	.....	.....	21,216,000	7,994,000	11,829,000	1,112,000	1,037,500	2,064,100	2,215,000	819,000	150,000
Wisconsin	4,148,000	2,775,000	.....	.....	2,056,000	136,900	1,112,000	2,062,000	1,481,000	182,000	.....	.....
Pennsylvania	9,881,800	1,112,000	.....	100,500	1,022,000	647,800	2,112,000	1,017,500	627,000	266,000	6,340,500	2,528,000
Indiana	6,195,916	.....	.....	.....	1,279,200	2,365,000	2,112,000	2,112,000	2,112,000	1,849,100	220,000	.....
Ohio	1,161,142	.....	.....	.....	2,084,660	1,597,300	1,112,000	1,112,000	1,598,500	214,000	60,000	.....
West Virginia	15,685,916	4,775,000	.....	.....	200,000	.....	1,112,000	1,112,000	32,000	.....	87,500	1,407,750
Massachusetts	442,500	.....	.....	11,200,000	270,000	4,401,500	.....	.....	6,000	20,000	.....	1,170,000
New Hampshire	1,730,000	.....	.....	.....	400,000	2,255,000	.....	121,000	19,000	524,000	.....	177,000
West Virginia	4,281,400	.....	.....	.....	10,500	.....	.....	1,112,000	2,500	229,000	.....	.....
Maine	4,180,000	.....	.....	1,375,000	.....	.....	.....	.....	62,500	21,000	322,000	1,635,000
Tennessee	296,000	.....	.....	.....	18,500	19,000	.....	1,900	1,594,151	785,411	.....	.....
Mississippi	1,279,542	.....	.....	.....	731,700	50,000	.....	1,000	1,443,000	.....	.....	.....
Kentucky	205,000	.....	.....	.....	.....	254,000	.....	.....	.....	.....	.....	.....
North Carolina	30,000	.....	.....	.....	.....	.....	.....	.....	.....	25,000	50,000	274,000
South Carolina	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Georgia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alabama	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Delaware	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Jersey	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Delaware	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

100,000 Feet of Figured Red Gum From One Tree

Four logs from this tree contain the following 1 24" Sliced Figured Red Gum:

Log Number 602	- - - - -	17016 Feet
Log Number 611	- - - - -	25596 Feet
Log Number 612	- - - - -	30472 Feet
Log Number 617	- - - - -	26386 Feet



The entire tree is practically clear. These logs are 12, 14 and 16 feet long. If you appreciate well dried Gum that is smoothly cut, this tree is bound to please you. This Veneer is well figured from EDGE to EDGE, and from END to END. The widths, quality and dense figure of this tree make it an unusually choice buy. Samples sent prepaid upon request.

**SAVE
LOCAL FREIGHT
ON SMALL
SHIPMENTS**

Buy

**FIGURED RED GUM AMERICAN WALNUT
SAWED AND SLICED QUARTERED WHITE OAK
ROTARY CUT GUM, POPLAR AND OAK**

In Cars with

BAND SAWED HARDWOOD LUMBER (We carry 9,000,000 feet on sticks)

In doing this you learn the advantages we offer, and that N. B. products mean "None Better"

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Glue Problem Is Discussed

A Correspondent Argues That Glue Is Often Blamed for the Glue Room's Faults

SINCE opinions differ as to what may be of interest to readers of *Hardwood Record* if a few exceptions are taken to certain points mentioned in an article that appeared in a recent issue under the title, "Don't Overlook the Glue." The article contained pertinent suggestions and criticisms for manufacturers of animal glue, and its users in laminated work, and, on the whole, this writer agrees with its substance, even if he is presumptive in differing on some items.

In the opening paragraph of the cited article it is stated that a piece of built-up work is no stronger than the material that holds it together. The job of making good is largely up to the glue, which supplies the union, and if there isn't a good glue joint, then the manufacturer has failed to produce a good article.

It is agreed that, if there is not a good glue joint the article is poor, but it is not agreed that the job of making good is largely up to the glue. The job of making good is largely up to the glue room crew, and the conditions in the plant. By conditions, reference is made to the state the stock to be glued up is in, as well as to equipment used and general working conditions. The manufacturer who installs proper drying facilities, in place of none, or poor ones, will soon learn that he can make as good a glue joint with a lower grade of glue as he has been in the habit of using for the same results, providing his men are educated in the art of conditioning material and the proper use of glue according to the condition of the material to be glued up.

The foregoing must not be interpreted as a statement that a low grade of glue will make as good a joint as a higher grade if both grades are applied under the proper conditions. At the same time cases have been known where there was a difference of three cents a pound in the price of glues used by different manufacturers making practically the same kind of laminated products, and the man paying the lower price was getting the best results. The difference in price was on account of the grade of glue and not because any partiality was being shown by the salesman. The best results were obtained by the simple process of knowing how.

Space will not permit an elaboration of many specific problems, but a few may be considered. Animal glue is applied hot, and hot cauls are used together with warm stock. If the stock is too dry it absorbs moisture quickly, an extra amount of glue must be used to get a good glue line. On the other hand, if the stock contains too much moisture it will not readily absorb the excess moisture in the glue mixture and, as a result, unless the stock is left under pressure for a longer period, the glue joint will not be good. Also if the stock is too moist when the pressure is applied, about all the glue will be squeezed

out along the edges and poor work will be the result.

Another feature has to do with the surface of the stock. Most, if not all, modern veneer manufacturers use veneer driers, either of the roll or textile type. This writer believes that each has its place in the veneer field, but men behind the proper glue joint, who know, prefer textile drier stock, especially on birch, maple and such hard woods. They claim that the hot rolls on the roll type of drier press the surface of the stock down so hard and bossy that the pores are closed and it is difficult to get sufficient glue penetration to make a good joint.

I cannot well take issue with the statements that appeared in the mentioned article to the effect that there is too much glue bought "at a price." It is well known by those manufacturers who know their costs that, when the figures are all in, the glue line made by the use of cheap glue costs practically as much as one made from a much higher priced product. That is when the same good glue joint is made. When traced back, it is frequently found that the buyer, be he proprietor, manager, or plain buyer, tries to slip one over by buying a cheaper glue and not telling the glue room foreman, who goes ahead with the cheaper lot according to custom and soon trouble begins. But it is not the fault of the glue, which was not given a fair chance to make good.

The writer of the former article wonders why glue houses have not done more to educate users away from price buying, and established brands which would stand for the best, etc. Far be it from this critic to say that he knows exactly why, but he ventures the opinion that the glue maker finds it practicable to sell his low grades somewhere and, up to a comparatively recent time, veneer manufacturers have consumed most of the low grades of animal glue. Still, some glue houses, aided by practical and well meaning salesmen, have tried to educate glue users. In some cases they have been successful, but generally they have found their suggestions about as welcome as a late frost in a Michigan peach orchard. The educator usually has a tough time.

If an example is wanted, briefly consider the use of vegetable glue. As the article referred to practically says, that manufacturers of this product went into the problems of the users and showed them that a bad joint was not largely the fault of the glue. But it took upwards of ten years of hard work to educate makers of laminated wood products up to the knowledge that the vegetable glue would make a quality veneer joint. Here issue must be taken with the statement, "Of course, the majority of consumers still use the old-fashioned variety." If one considers consumers in point of numbers regardless of size, let the statement stand as written, but I believe that


he is correct in stating that the majority of large veneer manufacturers are using vegetable glue, and that more square feet of laminated wood products are glued up with vegetable than with animal glue at this time. There are reasons meritorious. This article, however, is not a brief on vegetable glue, but a consideration of the longer known product.

Eliminating generalities, methods are more to be blamed than glue. Glue salesmen will say that they could as profitably spend their time trying to educate a mosquito to bore a hole in the shell of a cocoanut as in trying to instruct most glue users. This seems true

when one considers the results attained during the many years glue salesmen, and trade papers, have been decrying evil practices. Ever since the writer of this can remember he has heard that glue could be cooked at too high a temperature and heated too long; that fresh prepared mixture was best; that reheated glue lost much of its original strength. The story is old, and yet one can visit glue room after glue room and find the user killing the strength of his glue by these and other long fomented evil habits. Then when the glued-up stock comes apart, woe be the man who sold the glue and d—d be his product.

Veneer Timber Sizes

The Probability That Smaller Trees Must Soon Help Meet the Demand for Rotary Cut

OME ATTENTION has been given heretofore to the smaller timber for veneer making, but little general action in this direction has been taken. Now, however, the time is here when the veneer industry will need to consider the possibility of utilizing the smaller sizes and shorter lengths in timber for veneer. It is not the present purpose to argue against the larger timber, the sizes that have been considered veneer timber in the past, ranging from sixteen inches in diameter up. This is good timber and every veneer man naturally will and should obtain all of it that is practical for use in his work. It is the purpose here, however, to argue earnestly in favor of using not only all that is available of the larger timber, but to supplement this supply of raw material by bringing in the smaller timber and using it to the best advantage.

All students of the industry will readily admit that the time will likely come when it will be imperative to use lighter machines to work smaller timber into veneer. Perhaps the trade as a whole has looked upon this too much as a distinct possibility and not as an actuality which is confronting the veneer industry. The demands being made upon the timber resources of the country for government at present are such as to seriously curtail the amount of desirable large timber available for various uses. There is not only a practical government requisitioning of such woods as mahogany and walnut, making exception only of figured and crotch woods, but the government needs call for enormous quantities of oak for ship building, car work, vehicle and truck making and various other uses. Much of the oak demanded by the government is of a size and class heretofore supplying the main source of raw material for the veneer industry.

It means that so far as oak is concerned shorter lengths and smaller sizes will have to be used. Meantime, while in some of the other woods the government demands may not cut into the veneer needs so seriously, there are other factors making it important to utilize the smaller

timber. Whether it be in gum, poplar, elm, birch, beech, sycamore or any other wood, there is found almost everywhere a shortage of raw material traceable to a shortage of help. Only a limited amount of help is available and a limited amount of transportation can be undertaken, which properly interpreted means that we must get more timber out of a given territory and stumpage, and this in turn points to utilizing the smaller sizes with the larger ones as a matter of economy and efficiency as well as helping save the situation today.

Fortunately, conditions in the machinery world are such as to make it comparatively easy to develop this idea. Some of the enterprising veneer machinery people have been arguing for several years that there is a place for the small rotary machine. There is really a sort of double place for it. It can be used with the larger machines for working up the cores of large size and thus reclaim a lot of timber that might otherwise be lost so far as veneer making is concerned. Then the same equipment can be used for working the smaller timber.

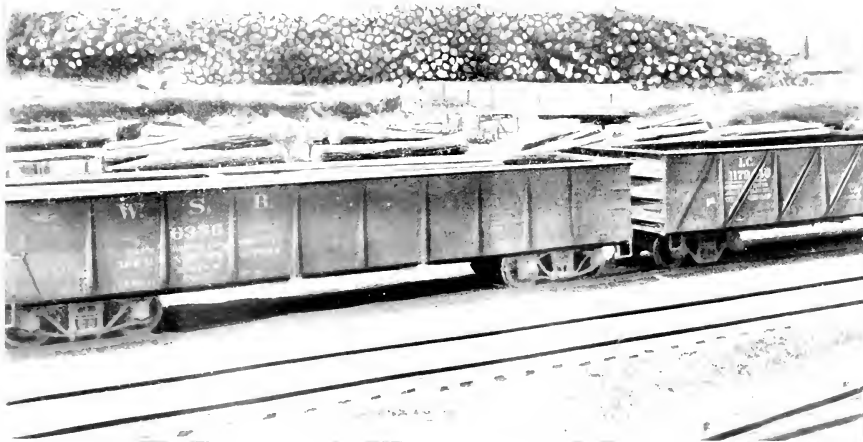
The history of all of our saw milling and woodworking shows too much gathering of the cream of forest resources, and passing on only to learn later that much of the timber neglected in the original cutting is really available and should have been handled in the first round. The sawmill industry went through this in the early days, and even in the later days it left much small and short timber that furnished raw material for stove and heading mills, and these in turn often realized more profit from the timber that was left than was obtained from gathering the cream of the forest.

There has been much of work in the veneer industry, and the time is now here to study the possibilities of the thorough clean-up of stumpage. It will likely be found that just as good results will be obtained from working small timber into veneer as have been obtained in the past from working the larger timber.

There are two main factors making for better satisfac-

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tion in working small timber. One is improvement in veneer machines, and the other is the general practice of cutting veneer thinner than it used to be cut. In the cutting of thin veneer there is a larger yield of surface measure from the smaller timber, and it is easier to dry and to control the product. It also makes it practical to use lighter machines and chucks than were necessary in days when most of the veneer was cut thicker.

While large timber will always be desirable for veneer making, and good logs will always command a premium over the small sizes, we should not overlook the equally plain fact that there is much good veneer available from timber not only of smaller diameter, but of more defective growth, and it is time for the industry to revise both its opinions and its practices in regard to timber sizes.

The cost of equipping machines to handle the small timber will not add greatly to the plant investment because the machines are much lighter and lower in price than those used for the larger sizes and the longer lengths. Moreover, when the man with larger machines adds some smaller ones to his equipment he is put in shape to reclaim lots of veneer from the cores of the bigger machines as well as to clean up his stumpage better and utilize the smaller sizes and shorter lengths of timber.

All signs and indications of the times point toward the light rotary machine as being one of the best investments of the day for the veneer plant operating large machines and it may be expected soon to take its place as regular equipment.

Waste Baskets of Veneer

Handsome waste baskets are made of sheets of yucca veneer, cut from a desert palm of that name, in California. The palm trunk is reduced by the rotary process to veneer one-sixteenth of an inch thick, and this sheet is cut to the proper size and pattern and is bent into shape. It is first soaked in water to soften the wood and render it pliant. It is pressed in the form desired, and is left to dry, and afterwards it retains that shape. The sheet of veneer has the appearance of very coarse light gray cloth, with large meshes. The baskets are strong, durable, and of fine appearance, and most persons would not suspect that the material is wood. It looks more like celluloid.

Beating the Jack Rabbit with Veneer

The jack rabbit of the far western country is an abomination. He can come as near jumping over the moon as any four-legged varmint can, and it is hard to turn him with a fence if he sets his head to go over. His pastime is gnawing young fruit trees in California orchards. One of the measures taken against him is to wrap the tree trunk with woven fence wire; but that is expensive. Some orchardists have hit upon a cheaper and better expedient. They wrap the trunk with a sheet of veneer just large enough to go round and extending higher than the rabbit can reach by standing on his hind legs. That gets his goat, for he has no appetite for gnawing wood, and the succulent young bark is out of his reach, unless he can gnaw through the veneer sheet. This is usually made of the stem of the yucca palm, which is very tough and does not warp, twist or crack open in rain or sun.

There is less waste in manufacturing logs into veneer than into lumber, the item of sawdust constituting a considerable waste which is not present in rotary and sliced veneer.

LONG-KNIGHT

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CYPRESS

WALNUT—HARDWOODS

WALNUT LUMBER
30,000 ft. 1 FAS.
3,000 ft. 5 4 FAS.
1,000 ft. 8 4 FAS.

200,000 ft. 1" No. 1 C.
15,000 ft. 5 4 No. 1 C.
11,000 ft. 6 4 No. 1 C.
3,000 ft. 8 4 No. 1 C.

150,000 ft. 4 4 No. 2 C.
38,000 ft. 5 4 No. 2 C.
28,000 ft. 6 4 No. 2 C.
22,000 ft. 8 4 No. 2 C.

VENEERS

255,000 ft. 1 28" Mahogany

227,000 ft. 1 28" Walnut

367,000 ft. 1 28" Butt Walnut

Manufacturers and Wholesalers

Indianapolis, Indiana

Busy on Government Work

The Wisconsin Cabinet & Panel Company, New London, Wis., formerly the Wisconsin Seating Company, but now a unit of the Thomas A. Edison Industries, Inc., is executing a contract for 135,000 square feet of aircraft veneer for the British Government. Delivery is to be made by August 15. The material is three-ply birch, with a basswood filler and will be shipped overseas. The New London plant also is filling orders for the United States Government, among them one for 20,000 trunk type filing cases for the army in the field.

Big Wisconsin Transfer

One of the most important transfers effected in the hardwood lumber and veneer industry of Wisconsin in some time was the purchase by the Bissell Lumber Company, Marshfield, of the entire interests of the Stolle Lumber & Veneer Company, Tripoli, Wis. The deal involved a large sawmill, planing mill, veneer mill, store, hotel, thirty-five houses and about 14,000 acres of fine timberland, largely hardwoods. The Bissell company plans to enlarge the capacity of the sawmill from 15,000,000 to 20,000,000 feet a year by installing a new horizontal re-saw to supplement the present band saw outfit. The veneer mill will be enlarged later. It now has a capacity of 2,000,000 feet a year. B. D. Stone has charge of the Tripoli interests for the Bissell company as resident manager. The concern has a capital stock of \$300,000 and has sawmill interests at Amberg, Wis., and lumber manufacturing connections at Thorp and Athol, in this state. W. H. Bissell, Wausau, is president; Capt. L. H. Schoenhofen, Marshfield, secretary, and K. F. Bissell, Marshfield, vice-president and treasurer.

Shippers of tea from oriental countries, who have so long been accustomed to the use of chests made of veneers from the north of Europe, are showing some concern over the problem of veneer supplies since the war has stopped all such shipments from

Russia and greatly lessened them from Scandinavia. Most of the chests were of birch and alder. If these woods are really in such demand that tea shippers will accept nothing else, the demand can be met from the United States. The paper birch and old field birch of Maine and of other northeastern states is abundant and in quality fully up to that of Russia. For American alder it will be necessary to go to Washington, Oregon, and California where two species of alder attain tree size and the wood is of as good quality as that of Europe. Prices may be higher here than they formerly were in Europe, but war conditions account for most of that.

The notion that only fine woods are made into veneer is erroneous. Cheap as well as expensive material is converted into this commodity; but the quality determines the use to which it will be devoted. Cheap woods make cheap veneers and they are used for cheap articles, like baskets, packing materials, and the inside plies of panels. Costly woods are the raw materials for costly veneers and these go into expensive articles like furniture, finish, and fixtures, forming the outside parts of such articles.

Sawed veneer totals scarcely one-tenth as much as that cut with knives, either sliced or rotary. A few woods, one of which is oak, appear to give better results in the high grades if the cutting is done with a saw. In most other cases it is found more economical to use the knife in making veneers.

The cheap hardwood veneers of northern Russia were formerly seasoned by passing the sheets between hot rolls. It was a rapid process and it was generally looked upon as satisfactory, and sometimes that was all the seasoning the sheets received before being put to final use. Perhaps the same process is still in use there, if veneers are being made; but for the past three years little has been heard of Russian veneers and probably little has been done.

Veneer for Corsets

A Vegetable Substitute for Whalebone Is Coming Into Use



HALES ARE VERY SCARCE in the ocean, and it is no longer easy to kill enough of them to supply the demands for whalebone; besides, the cost of the bone has advanced to a figure where few are willing to buy. Fortunately, a fairly satisfactory substitute has been found and the manufacturers of corsets are making use of it. The substitute comes from the tough, fibrous stem of the yucca palm. The stem

may be a foot in diameter, occasionally more, but usually less, and it is cut into veneer and in that form goes to the corset makers. The veneer is reduced to strips of proper width. The appearance of the material is in its favor, it being white, clear, fibrous, tough and strong. It looks more like white horn than like wood. The body of the wood consists of interlacing fibers resembling coarse linen

threads, crossing one another like lattice. This gives a porous structure adapted to ventilation.

If it is desirable to bend the splints in particular forms it may be easily done by first soaking them in water or subjecting them to steam. This treatment renders them soft and pliant. They may then be bent and molded as desired, and when dried in that form, they retain it ever after. This constitutes one of the most valuable characters of yucca veneer, and fits it admirably for corsets and surgeons' braces.

The supply comes from California and Arizona, principally from the former state, and the supply is large enough to meet all present wants and all that are anticipated for the near future.

The yucca is called a palm or a cactus, depending upon the viewpoint of the person who speaks of it. It belongs to the lily family, but no person seeing it for the first time would suspect it to be a lily. It looks more like a thistle. There are eight yuccas in the United States that grow to tree size. Among them are the Span-

ish dagger of South Carolina; Spanish bayonet that is the curse of Texas; Joshua-tree that is planted for ornament where it can stand the climate, but whose native home is in Utah, Nevada and California; and the Mohave yucca, which takes its name from the Mohave desert, where it attains its largest size and ugliest form.

The last named is the source of most of the veneer cut from yucca, though any of the other yuccas, that attain

sufficient size, would probably be as valuable for veneer. The total output of yucca veneer is not known. In Armstrong's "Wood-using Industries of California" it is stated that the annual production in that state alone is 39,800 feet, log measure, which is equivalent to several hundred thousand surface feet of veneer, the exact equivalent depending upon the thinness of the veneer sheets.

The yucca veneer industry is capable of expansion. The trees grow in enormous numbers, though the trunks are usually far apart, and in some portions of the yucca range no trees may be found large enough for the veneer lathe. Some species of yucca can be converted into food for cattle by crushing the stems before they become too old and tough; but veneer and provender cannot be made from the same stem, because the trunk must be old and tough before it is fit for veneer, and when it has reached that stage, cattle could no more eat the crushed fiber than they could eat wire.

The shoe peg is a veneer product, or much of the output is. Ribbons are cut from logs by the rotary process and then are split into pegs and properly pointed. Shoe pegs are said to be the only wooden products sold by the bushel, peck, gallon and pint. Most are of birch, some of maple. Cobblers of the olden times—fifty years or more ago—whittled shoe pegs by hand by a slow and tedious process, and the product was sold at ten times the present price. In those days most shoe soles were pegged on. Most are sewed now. In some instances, the machine that makes the pegs drives them into the soles.



YUCCA ARBORESCENS, NEAR MOJAVE DESERT, CALIFORNIA



Hen Gives Some Tips on Foamy Glue

Dear Jim,

Yes, Jim, I am one lucky and happy guy. Your Min is a good guesser. I got your letter today when I got back from my visit. You say that Min said that if that girl ever got me to herself for a couple a days shed sure have me roped for fun. Well, you just tell Min she ant my garden and I dont know what liscense shes got to goss the way she does, but I should fret. Me and Sue met in Chicago last sat night and went out to her home in Hazelhurst, and her folks give me a good welcome. Sun morning I visited with her dad while she helped with the dinner, and it was some feed, believe me. Regular country stile, and the folks are real home folks and make a feller feel easy. After the dishes was cleaned up me and Sue took a walk and in the evening we sat together in a hammock under some trees back of the house. She has had me at sixes and sevens for a long time, and I didnt know if it was safe to go ahead or not, but I couldnt keep it any longer. So last her would she marry me, and after I coaxed her some she said that she would. Well, Jim, you been in such a place, I gess, and I couldnt tell you how a feller feels if I wanted to. About a quarter to 10 we went in to tell her folks. They said that it was all right, but the mother acted a little sad to think her girl was going to start a family of her own. Dont see why she should be sad. Gess I can take care of Sue. Well, Jim, we are going to get married Nov. 28, and I am going to try to get two weeks off for the occasion. Sue is going to quit the store the week before. Dont know where we are going for a little trip, but I want to come down and show my old friends and Min that I sure copped a fine woman.

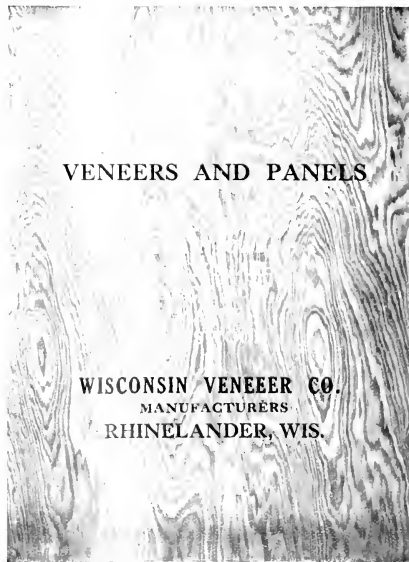
About the trouble you have with glue foaming in the spreader. You say it is in a new lot of glue and it foams and gets like yeast, and bubbles and runs out of the spreader. Jim, you sure have a hard one to study. May be the old man has bought a different glue on account of the price and may be he got fooled and some one slipped him some doped stuff. Then again may be the fault is yours. You have to dig into it yourself, but Ill tell you some things I learnt.

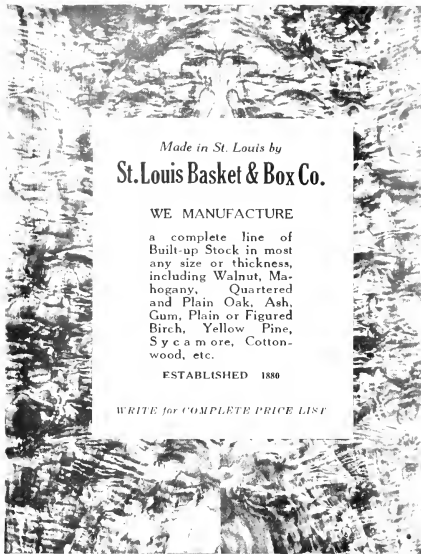
Be sure that you dont over heat the glue in the spreader as that will make it boil over and make it poorer to stick. Be sure the spreader is well cleaned every night, because glue left on the rolls or in the trough will sour, and a little sour glue is apt to make a lot of good glue so it will foam.

Look at the new lot of glue close. If it is whiter in looks than the old lot it may be doped with chalk. The

makers sometimes use alum to make glue dry quicker when they make it, and that kind of glue is apt to foam. And cheap bone glues or glue that has too much grease in it will foam. Again, it will help some if you don't let the spreader run idle when you are putting the stock in the press or getting stuff ready for glung.

About grease in glue. Some will tell you that there must not be any, but I learnt a good while ago that a little bit of grease was not bad. Only it has to be a little. I generally test every lot of glue for grease. Here is the way. I take a bench glue pot and clean it. Then mix 40 ounces of water to 4 ounces of glue. That kind of mix makes a good glue size. Then I put in a little lamp black and stir the whole mix in good shape. Then I take a clean hair brush and dip it in the mix and make a stroke across a clean piece of white paper. Of course, the mix is hot. The use of lamp black makes it possible to tell about how much grease is there by the number of white specks that show. Then I mark the paper and





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keep it to look at again some time. I talked this grease and foam business over with a glue drummer one day and he told me that the lack of grease often makes glue foam. I told him that I thought it was more apt to foam when there was grease in it than when it had none. He agreed that too much grease was bad for glue and prevented it from sticking good, but just enough to stop foaming was good. He told me that in his factory all the animal fat was taken out by skimming the vats while the boiling was going on, but that later a certain amount of cocoanut oil was added to prevent foaming. He said the reason this was done was because the cocoanut oil left no grease smell, but that its effect on the glue was the same.

I have heard of glue men that put a little tallow in glue to prevent foaming, but I never did it and I don't want that kind of glue. Just the same, Jim, if you are sure you are using this new lot of glue the same as you have used the other lots, you can bet it is not so good and you better go careful. The price of glue is way up in the air and the old man might bought something just as good. And, Jim, when you have been buying one thing for years the price may go up and there ain't anything that is just as good that can be bought for less money.

Hope you all are well. Best regards to the gang.

Your Friend,

HEN.

No man should spend valuable time hunting for trouble, simply because he works with glue and veneer.

Progress in Glue Using

The veneer industry and its growth during the past twenty years has been directly responsible for more development of scientific knowledge in connection with glue using than any other industry, or all other industries combined. Glue is used for many different things and glue substances perhaps enter more into paper and fiber box making and use than into woodworking, yet those woodworkers using veneer have done most of the research work and have developed knowledge of glues and inspired the introduction of new glue substances.

The development of the airplane industry will bring to the veneer business some decidedly progressive ideas about glue and glue using. This is because of the exacting requirements in the making of airplane propeller blades and fusillages. The blades are made of lumber built up and afterward shaped, and it is the propeller and body parts of the machines that call for the exacting service of glue. It is imperative to have a glue which will hold firmly, and will resist changes in temperature and moisture.

Glue in its use is almost as old as civilization. Even among the savages in all countries there was found the use of glue substances of one kind and another. Our American Indians made a sort of glue out of blood, while over in the oriental countries there have been, back as far as the historical records go, uses of glue for coating baskets and woven work, which not only helps hold the work together, but served the purpose of waterproofing to quite an extent. Still, notwithstanding the long association with and the use of glue by mankind, the main progress in scientific development in glue using has been made in the past quarter of a century, and the biggest part in this development has been played by members of the veneer and panel industry and of the glue making fraternity catering to this trade.

An example is furnished by the knowledge which has been developed about temperature limitations in the preparation and use of what we know as standard glue. Only during the last ten or fifteen years has the trade come to understand thoroughly the injury which may be done to glue by too much heat in cooking. In the early days the practice was to cook glue in a container, simply protecting it from burning or scorching by putting the glue container inside of another and surrounding it with water. With this prevention against scorching it was thought the cooking was safe and there was no danger of overheating.

By and by, however, those doing research work in the matter discovered that it was easy to overheat glue, and the result of a long series of experiments and analytical study by veneer users and the glue makers, was the setting of temperature limitations for the preparation of glue. It was found that when glue was heated above 160 degrees it was injured. Since water normally boils at 212 degrees it is easy to understand how glue was being overheated even when protected with a jacket of water. Through research work and experiments the trade established temperature limitations ranging in the main from about 135 to 155 degrees Fahr.

This perhaps is the most important single work done during the present generation in connection with standard glue, and it is the veneer industry which has been responsible both directly and indirectly for the progress, though the entire woodworking industry as well as other lines of glue using has profited.

Meantime the quantity of glue used in veneering, as the industry assumed greater magnitude, has made this a fruitful field for research in the developing of other glue substances and there has come to the trade during the past twenty years quite a string of candidates for favor in this connection. Some of these have fallen by the way, some have proven successful in a greater or less degree, and some have attained prominence. At the present time it is a question if the original standard glue is not in the way of being somewhat overshadowed by the many offerings and the quantities used of other glues, most notably the vegetable product.

Methods of Computing Costs of Kiln-Drying Lumber

ESTIMATED COSTS OF KILN-DRYING LUMBER. The process of kiln-drying lumber for the large mill jointly drying is a side issue for accommodation purposes. Partly for this reason, and partly because the dry kiln is one of the least understood parts of a wood-working plant, the prices charged have been guesswork.

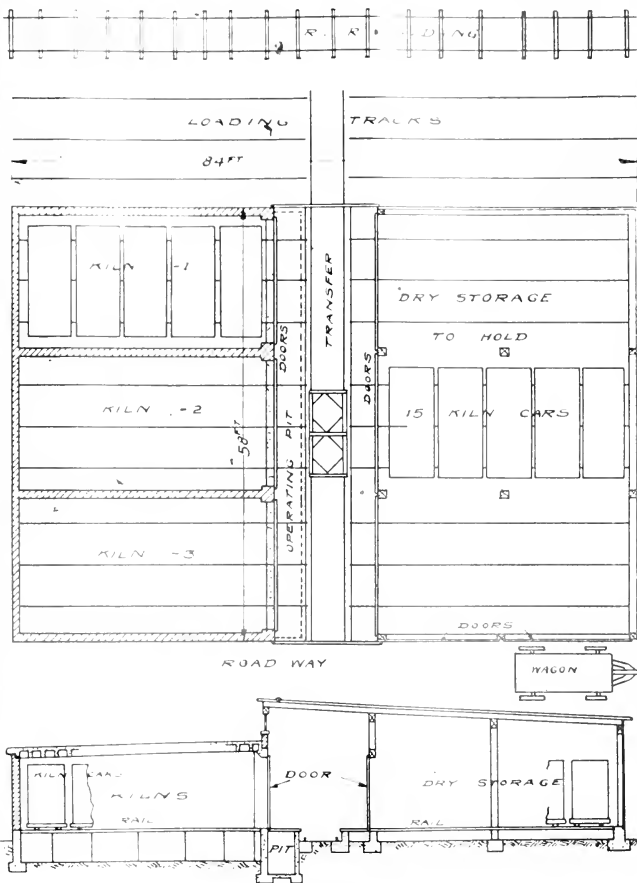
The writer has known of drying charges of \$1 per M at the mill and \$15 M in eastern cities, and in neither case was any difference in charges made for varying thicknesses or degrees of dryness, or kinds of lumber. The \$15 M per M has been for over 20 years, and the \$1 M for the last 10 years. The latter is an estimate of the actual cost of drying, and the \$15 M is a "padding" for the "accommodators" who are discovering some very unpleasant facts about the actual cost of drying.

It is obvious that the service to be performed is the removal, with-

out damage to the lumber, of a certain number of pounds or gallons of water per thousand feet, depending on the kind of lumber, its thickness, whether soft or hard wood, and the degree of dryness or moisture content. Costs therefore should be based on the amount of service performed.

Particular interest has been aroused in this subject by the leasing of so many kilns for government drying and the consequent endeavor to find a basis of charging what was due to the owners, and was not "padding."

The figures given in the tables below are admittedly approximate, and are intended more to call attention to items, and give



SECTION OF KILNS AND STORAGE

Thickness Lumber	Size sticks	Courses	Kiln car capacity
1"	1 1/2" x 2"	51	3,264
1 1/2"	1 1/2" x 2"	41	2,606
2"	2" x 2"	26	1,628
2 1/2"	2" x 2"	23	1,450
3"	2" x 2"	21	1,326
3 1/2"	2" x 2"	19	1,206
4"	2" x 2"	15	954

The initial loading and being dropped in the kiln buildings, kiln equipment, yard transfers, and trucks, etc., is assumed as \$12.50, this figure being based on a standard, since it is

assumed that the actual capacity of the kiln cars will be 10% less than the theoretical capacity. The kiln cars are assumed to be 18'0" wide and 10'0" long and 6'0" high, and are loaded with 15 kiln cars each, as shown in the center of this page, as that is the average size of the kiln cars in use.

The kiln cars will hold on an average 2,000 feet of 1" lumber of medium size, and lengths of from 12' to 16'. The total holding capacity of the factory is, therefore, 15 M of lumber, 15 M of capacity for factory lumber, and 15 M of capacity for kiln cars. It is assumed that the kiln cars are used for 100% of the production process. If the kiln cars are used for 50% of the production process, the theoretical capacity would be as follows:

the most common type and is nearly universal use. The cost of steam is measured at \$100 per horse power year, including fuel, labor and overhead. It is possible to use the steam first used for generating power and the condenser may be given and the steam item reduced by two thirds. The cost of waste by-products for producing heat or the use of exhaust steam should not render these items negligible, as all by-products should carry their own burden and produce a profit.

A salary of \$1,500 may seem unreasonable, but a skillful operator can save it many times over in a year. Cheap help is usually extravagant. Some of his time with a small battery of kilns may be profitably employed in other work.

TABLE No. I
Cost of operating a battery of three box kilns—Holding capacity, 15 kiln cars, or 45 M feet; weekly output, 45,000 feet; daily output, weekly charging, 7,500 feet; 4 1/2" oak, from 20% to 5% moisture content. Live steam 24 hours daily.

	Annual	Weekly
A. Overhead (plant charge-offs):		
Interest, 6% on \$12,500.....	\$ 750.00	
Depreciation, 10% on \$12,500.....	1,250.00	
Maintenance, 5% on \$12,500.....	625.00	
Insurance, 1% on \$12,500.....	125.00	
Taxes, 2% on \$12,500.....	250.00	
Totals, 24% on \$12,500.....	\$5,000.00	\$ 57.69
B. Operation (material):		
Steam, 7,500 lbs. radiation, condensing 1 pound water per hour per sq. ft., 900 pounds water per hour, equivalent to 30 boiler horsepower @ \$100.....	\$5,000.00	
Sticks, oil, supplies, etc.....	500.00	
	\$5,500.00	67.19
C. Operation (labor—constant):		
Operators' wages (days only).....	\$1,500.00	
Indirect on above at 50%.....	750	
	\$2,250.00	33.27
D. Operation (labor—variable):		
Loading kilns, 45 M feet, 75¢ per M.....	\$ 37.50	
Unloading kilns, 45 M feet, 50¢ per M.....	33.75	
Teaming, 45 M feet, \$1 per M.....	45.00	
Indirect on above, 50% on \$112,500.....	56.25	
Car service, 2 C. L. @ \$5.....	10.00	
	\$ 183.75	183.75
E. Overhead (sales department):		
15% on \$52,501.....	52.80	
	\$194.51	
Grand total per week, 3 kilns.....		\$194.51
Averages:		
Per kiln per day (+21).....	\$ 19.28	
Per M ft. lumber dried (+15).....	9.00	
Per 5% moisture content on 4 1/2" (+15, +31).....	3.60	

The averages on all cost figures are computed on a basis of seven days to the week, as the kilns are run continuously, and are using steam and all overhead burdens accordingly. However, in computing output the usual practice has been followed of considering six days as a working week.

The moisture content is the percentage obtained by testing a small sample and comparing its initial weight with the moisture removal when said sample is reduced to bone dry on a small heater. The computation is as follows:

67.78 original weight	63.94(2)3.84	(6.06% moisture content
63.94 bone dry weight	3.8364	
3.84 moisture removed	36	

TABLE No. II
Cost of operating a battery of three box kilns—Holding capacity, 15 kiln cars, or 45 M feet; weekly output, 30M feet; daily output, two charges every three weeks, 5M feet, 4 1/2" oak from 30% to 5% moisture content, or 6 1/2" oak from 20% to 5% moisture content. Live steam 24 hours daily.

	Weekly
A. Overhead (plant charge-offs) (as in I).....	\$ 57.69
B. Operation (material) (as in I).....	67.39
C. Operation (labor—constant) (as in I).....	33.27
D. Operation (labor—variable) (two thirds of I).....	22.50
E. Overhead (sales department, 15% on \$296.76).....	45.01
Grand total per week, three kilns.....	\$226.87
Averages:	
Per kiln per day (+21).....	\$ 10.99
Per M ft. lumber dried (+20).....	11.15
Per 5% moisture content on 4 1/2" (+20, +25).....	2.23
Per 5% moisture content on 6 1/2" (+20, +32).....	2.72

TABLE No. III
Cost of operating a battery of three box kilns—Holding capacity, 15 kiln cars, or 45 M feet; weekly output, 22,500 feet; daily output, 14,400 feet; charging, 3,750 feet 4 1/2" oak, from 40% to 5% moisture content, or 6 1/2" oak from 20% to 5% moisture content, or 8 1/2" oak from 20% to 5% moisture content. Live steam, 24 hours daily.

	Weekly
A. Overhead (plant charge-offs) (as in I).....	\$ 57.69
B. Operation (material) (as in I).....	67.39
C. Operation (labor—constant) (as in I).....	33.27
D. Operation (labor—variable) (half of I).....	11.25
E. Overhead (sales department, 15% on \$250.13).....	37.01
Grand total per week, 3 kilns.....	\$206.71

Averages:	Weekly
Per kiln per day (+21).....	\$ 14.25
Per M ft. lumber dried (+22 1/2).....	13.50
Per 5% moisture content on 4 1/2" (+22 1/2, +31).....	1.96
Per 5% moisture content on 6 1/2" (+22 1/2, +31).....	2.32
Per 5% moisture content on 8 1/2" (+22 1/2, +31).....	4.13

TABLE No. IV
Cost of operating a battery of three box kilns—Holding capacity, 15 kiln cars, or 45 M feet; weekly output, 15M feet; daily output, 3 weeks' charging, 2,500 feet, 4 1/2" oak from 40% to 5% moisture content, or 6 1/2" oak from 40% to 5% moisture content, or 8 1/2" oak from 30% to 5% moisture content, or 12 1/2" oak from 20% to 5% moisture content. Live steam 24 hours daily.

	Weekly
A. Overhead (plant charge-offs) (as in I).....	\$ 57.69
B. Operation (material) (as in I).....	67.39
C. Operation (labor—constant) (as in I).....	33.27
D. Operation (labor—variable) (third of I).....	6.125
E. Overhead (sales department, 15% on \$229.51).....	34.42

Grand total per week, per kiln.....	\$263.94
Averages:	
Per kiln per day (+21).....	\$ 12.57
Per M ft. lumber dried (+15).....	17.60
Per 5% moisture content on 4 1/2" (+15, +31).....	1.96
Per 5% moisture content on 6 1/2" (+15, +31).....	2.51
Per 5% moisture content on 8 1/2" (+15, +31).....	3.32
Per 5% moisture content on 12 1/2" (+15, +31).....	5.87

TABLE No. V
Cost of operating a battery of three box kilns. Holding capacity, 15 kiln cars, or 45 M feet; weekly output, 31,250 feet; daily output, 4 weeks' charging, 1,875 feet—4 1/2" oak, from 60% to 5% moisture content, or 6 1/2" oak from 50% to 5% moisture content, or 8 1/2" oak from 40% to 5% moisture content, or 12 1/2" oak from 20% to 5% moisture content, or 16 1/2" oak from 20% to 5% moisture content. Live steam, 24 hours daily.

	Weekly
A. Overhead (plant charge-offs) (as in I).....	\$ 57.69
B. Operation (material) (as in I).....	67.39
C. Operation (labor—constant) (as in I).....	33.27
D. Operation (labor—variable) (quarter of I).....	4.94
E. Overhead (sales dept., 15% on \$214.20).....	32.13

Grand total per week, 3 kilns.....	\$246.33
Averages:	
Per kiln per day (+21).....	\$ 11.73
Per M ft. lumber dried (+11 1/2).....	21.90
Per 5% moisture content on 4 1/2" (+11 1/2, +31).....	1.99
Per 5% moisture content on 6 1/2" (+11 1/2, +31).....	2.43
Per 5% moisture content on 8 1/2" (+11 1/2, +31).....	3.13
Per 5% moisture content on 12 1/2" (+11 1/2, +31).....	4.48
Per 5% moisture content on 16 1/2" (+11 1/2, +31).....	7.50

TABLE No. VI. RECAPITULATION

Thick	Moisture content	Table	Days	Per day	Per M	Per 5%
4 1/2"	20% to 5% I.	7	19.38	\$ 9.00	\$3.60	
4 1/2"	30% to 5% II.	14	15.92	11.15	2.23	
4 1/2"	40% to 5% III.	14	14.25	13.50	1.96	
4 1/2"	50% to 5% IV.	21	12.57	17.60	1.96	
4 1/2"	60% to 5% V.	28	11.73	21.90	1.96	
6 1/2"	20% to 5% II.	10 1/2	15.92	11.15	2.72	
6 1/2"	30% to 5% III.	14	14.25	13.50	3.06	
6 1/2"	40% to 5% IV.	21	12.57	17.60	2.51	
6 1/2"	50% to 5% V.	28	11.73	21.90	2.43	
8 1/2"	20% to 5% III.	14	14.25	13.50	4.43	
8 1/2"	30% to 5% IV.	21	12.57	17.60	3.72	
8 1/2"	40% to 5% V.	28	11.73	21.90	3.13	
12 1/2"	20% to 5% IV.	21	12.57	17.60	5.87	
12 1/2"	30% to 5% V.	28	11.73	21.90	4.28	
16 1/2"	20% to 5% V.	28	11.73	21.90	7.50	

The tabulation of thicker and greener lumber is intentionally avoided, because so much depends on the fibre quality of the lumber, its location of growth, such as swamp or mountain, and its climate.

The above tabulation should not be used blindly, as individual corrections will be needed for every plant, according to local conditions.

Another and perhaps simpler method to arrive at costs would be to establish a daily constant for items in Table I as follows:

A. Overhead (plant charge-offs).....	\$ 57.69
B. Operation (material).....	67.39
C. Operation (labor—constant).....	33.27
D. Operation (labor—variable).....	25.24

Total 3 kiln, per week.....\$194.50
1 kiln, per week.....64.83
1 kiln, per day.....2.96

To this daily or weekly constant is to be added the labor and overhead of loading, unloading, teaming, and car service, with such indirects as may be established or agreed upon.

While this article may be somewhat disconcerting to those who have not taken the opportunity to figure the matter through to a logical conclusion, yet it is always better to look the barn door before all the horses are stolen.

THOMAS D. PERRY.

The first anger was a wooden peg and a cup of sand. The peg was revolved by means of a bow string, and sand was poured on the point to serve as a cutting bit. Wood and stone were bored with the same tool. Indians hollowed their stone pipes by that method.



W. L. SAUNDERS, CADILLAC, PRESIDENT



J. C. KNOX, CADILLAC, SECRETARY



HENRY BALLOU, CADILLAC, TREASURER



Michigan Holds Annual Meeting



The annual meeting of the Michigan Hardwood Manufacturers' Association was held at the Statler hotel, Detroit, Mich., on Wednesday, July 24. Great enthusiasm as to the strength of the hardwood market marked the meeting. As usual the principal features were the reports of the secretary-treasurer and of the market conditions committee.

The first report is that of Secretary J. C. Knox. Mr. Knox told briefly the history and development of the association, stating that Michigan passed its zenith in lumber cut some years ago, and production has gradually lessened and that this year it will be considerably below that of one year ago. In speaking of stocks, his report said:

Our report of shipments and production for the last twelve months shows that shipments have predominated over production by approximately 50,000,000 feet. The stocks on hand and on hand sold but not shipped reports of July 1 make a very favorable showing, the details of which will be told you by the market conditions committee.

There are a number of our members cutting out this year, among them Marjoly & Diggins, Cadillac; G. von Platen, Boyne City, and the Williams Brothers Company, Cadillac.

He gave an encouraging report of the financial condition of the association saying that the expenses incident to the hardwood emergency bureau have been one of the chief factors of outlay. He then referred to the Pacific coast rate case saying that this is now nearing its end and that the office will soon be able to distribute the amounts due shippers interested. This, according to the secretary, has been a long drawn out case, but has finally been won after years of litigation. Each shipper interested will be refunded an amount considerably in excess of what he has put into the case.

The report continued as follows:

Some time ago we received an advance of 1 cent per hundred pounds on lumber in carloads in lieu of 15%, and we have just received another advance of 25% with a maximum of 2 cents per hundred pounds. It was proposed by the National Lumber Manufacturers' Association that this last advance be made a flat raise of 2 cents per hundred pounds, but our association and the Northern Hardwood and Hardwood Manufacturers' Association have opposed same for the reason that it is putting the greater burden on the short haul rates as against the long haul. This is especially true through the states of Michigan and Wisconsin where at least 60% of their soft woods and a large proportion of hardwoods are consumed within those states at short haul rates. This subject will be brought before you today by a representative of the National Lumber Manufacturers' Association who will explain the meaning of the proposed plan to the director-general of railroads in order to obtain the amount of revenue needed by the administration to run the roads.

The Northern Hardwood Emergency Bureau was the outgrowth of a joint meeting of representatives of the Northern Hemlock and Hardwood Manufacturers' Association and the Michigan Hardwood Manufacturers' Association at Bay City in November, 1917. Chas. A. Bigelow of Bay City is president, O. T. Swan, Oshkosh, Wis., manager, and Roy H. Jones, Washington, D. C., eastern manager. This bureau through its representatives is close to the inside of the various departments of the government at Washington and is placing a considerable amount of business with its members. A report of the workings of this bureau will be made by its president today.

The report closed with a short talk on the relief fund for the tenth and twentieth forestry regiments, referring to the \$1,000 pledge made by the Michigan association and with brief reference to increased assessments for membership in the National Lumber Manufacturers' Association, the advance being from three-quarters to one-and-a-half cents a thousand feet, thus increasing the association's assessment from \$3,723.63 to \$7,447.20.

Forest Fire Report

Chief Fire Warden Morford then read a very interesting report covering the work done in reducing the fire menace. Patrol services opened April 16 and many fires were reported during the intervening ninety five days. High winds prevailed over the entire fire zones until recently and the wardens had difficulty in keeping the fires under control. During the past ten days the danger of disastrous fires has decreased.

According to the report, most of the losses occurred during the week ending June 29, about seventy-five per cent being in the small area of the eastern part of the Manacelona district and the western part of the Gaylord district. The report said that while the rangers have been under state pay during this season, the interests of the members have been well taken care of.

According to report there were some 230 fires with a total acreage burned over of 52,500 acres, and a total loss of \$19,996.

The greatest number of known fires came from railroad locomotives; the next greatest from settlers; the next by fishermen, while but one fire was reported traceable to campers.

The report was favorably passed upon by the membership and some discussion followed.

The next regular feature was the report of the market conditions committee, submitted by Chairman C. R. Abbott. This report follows:

Your market conditions committee held a meeting at the Hotel Statler this day.

Careful comparison of the 1918, stock list. The total stocks of No. 2 common & better hardwoods on hand July 1, 1918, compared with July 1, 1917, indicate 10,000,000 feet less on hand; 35,000,000 feet less on hand than July 1, 1916, and 63,000,000 feet less on hand than July 1, 1915.

No. 3 common hardwood stocks on hand July 1, 1918, are 27,000,000 feet less than July 1, 1917; 52,000,000 feet less than on hand July 1, 1916, and July 1, 1915.

In considering the above facts in connection with the report of shipments exceeding production from month to month, it is unnecessary to dwell very long upon the healthy condition of our hardwoods. It is simply a question as to how long our production will be able to keep up with the demand.

HEMLOCK.

Hemlock stocks on hand are 24,500,000 feet less than one year ago which is 24 per cent less than we had on hand July 1, 1917. A reduction of 24% in a twelve-month period on a stock which was subnormal to begin with certainly places our hemlock in a very enviable position.

General business conditions continue favorable. The record of commercial failures during the first half of 1918 is the lowest, both as to number and total liabilities, since 1917 and the figures for the second quarter are better than for the first. General business conditions are reflected very plainly in the lumber business. The one big feature which we must all watch very closely is that the price at which we market our product is kept advanced in line with our advancing costs of production.

The attached list of values, as near as we are able to judge from reports of sales and other information at hand, represent the present market values of our various commodities.

There was considerable discussion of the market situation, the tone of the talk being decidedly optimistic. The labor situation is threatening lumber production, which will undoubtedly be materially lessened this year due to this and other causes. While the volume of inquiries has somewhat slackened since the recent radical advance in freight rates, the Michigan mills are well sold up on all stocks and approach the fall and winter seasons with a very evident spirit of optimism.

Clubs and Associations

Northern Wholesalers Will Hold Meeting

It is announced through the office of Secretary J. F. Hayden of the Northern Wholesale Lumber Association that the next meeting of the association will be held at the Bellis hotel, Wausau, Wis., on Wednesday, July 31. The announcement says:

"This meeting will be important; but it is especially to be desired that all members attend all meetings, if for no other reason than that it gives encouragement to the officers and committees who give so much of their time and effort to the association.

Will Ascend to Mountain Tops

Combining business with pleasure, the board of directors of the National Lumber Manufacturers' Association will hold the sessions of their three-day quarterly meeting at Seattle, Wash., at the summit of either Mount Tacoma or Mount Rainier. The meeting has been called for July 25 to 27, when the West Coast Lumbermen's Association will hold its semi-annual meeting. Seattle was selected at the invitation of the West Coast Lumbermen's Association. The directors will go from Chicago to the coast by special car.

The meeting of the West Coast Lumbermen's Association and National directors will be of the greatest importance, because it will bring together many of the most representative lumbermen on the Pacific coast for further co-operation with the Government so as to speed up war preparations to the maximum.

News of the Manufacturers' Association

President Robinson announces the following executive committee, the appointment of which was authorized at the meeting of the board of governors held at Cincinnati, July 2: E. O. Robinson, chairman; B. B. Burns, J. W. Mayhew, M. W. Stark, W. E. Delaney.

Secretary Gadd announces that he has employed two assistant secretaries whose names will be announced next week. These men will begin work August 1 and will have active charge of the aggressive membership campaign which the association proposes to make.

The following additional committee appointments were announced:

Market Conditions—M. W. Stark, chairman.
Government Relations—E. L. Hutchinson, chairman.
Trade Extension—John Raine, chairman.
Road Work and Railroads—M. W. Stark, chairman.
Advertising—J. E. Burke, chairman.
Labor—W. E. Delaney, chairman.

The election of officers showed the appointments as follows:

PRESIDENT—W. L. Saunders, Cadillac.
FIRST VICE-PRESIDENT—OSCAR LARSEN, Manly-tee.
SECOND VICE-PRESIDENT—L. M. Richardson, Reno.
TREASURER—Henry Ballou, Cadillac.
SECRETARY—J. C. Knox, Cadillac.
EXECUTIVE COMMITTEE—W. C. Hull, John C. Ross and O. S. Hawes.

Following the meeting, the members and visitors were accorded the usual luncheon which took place in the meeting room, the entire program having been taken care of in one session.

Better Transportation Service

Officials of the Southern Hardwood Traffic Association report a larger number of cars in the logging service in the Mississippi valley and a better supply of cars for the handling of outbound shipments of lumber and forest products.

It was announced some time ago that the Yazoo & Mississippi Valley railroad, the principal timber-bearer in the valley territory, would increase by at least 200 cars the number in the logging service, and it is apparent that this number has been supplied. Mills here and at other points in the valley territory served by this line are receiving more logs than for some time.

There are practically no complaints regarding scarcity of cars for handling outbound shipments except in the case of a few detached lines, which are poorly supplied with equipment, including the Southern Railway in Mississippi.

The association also announces that there has been a lifting by the Pennsylvania lines of the embargo through the Pittsburgh and Allegheny gateways, though F. T. C. permits are still necessary in the case of shipments to certain ports, including New York, New York harbor points, embracing Brooklyn and Jersey City, Camden, N. J., Wilmington, Del., and Philadelphia.

The Open Competition Plan was extended July 1 to cover gum, tupelo and cypress. The association is very much gratified at the success of its gum report, the first report having in its sales of over one million feet. This is evidence that the gum report will fully reflect market conditions on that wood.

The following meetings of the open competition plan for August are announced: Cincinnati, O., August 13; Shreveport, La., August 21.

The executive committee will also meet in Cincinnati on August 13 and monthly thereafter on the same date as the open competition meetings are held in the eastern territory.

Seven new members were received during the past week, five of which were in the southern territory.

The association expects to occupy its new offices on the 10th floor in the Union Trust building about August 1.

Southern Hardwood Traffic Association Activities

A distinct victory is recorded by the Southern Hardwood Traffic Association in that it has been able to induce the railroad administration to order correction of recently issued tariffs so that the minimum charge of \$15 per car will be eliminated so far as logs, bolts, billets and other rough materials, as well as fuel wood, cordwood and mill waste, are concerned. The association is undertaking securing of reparation on all expense bills of its members west of the river who paid on the basis of the \$15 per car minimum.

J. H. Townshend, secretary-manager of the association, recently appeared before the railroad administration at Washington, in conjunction with officials of the National Lumber Manufacturers' Association, and argued that the maximum advance on lumber and forests products should not exceed three instead of five cents per hundred pounds. He contended that, in some localities, an advance of three cents is more than is justified. The railroad administration has made no ruling on this subject but the association expects "modifications and reductions" in rates, as recently granted the carriers.

The association also announces that it expects favorable recommendation shortly from the railroad administration looking to milling in transit arrangements that will protect the through rate from point of origin to ultimate destination via gateway of transit point, plus a charge for stop over privileges. It anticipates that this charge will be on the basis of two cents per hundred pounds or \$10 per car.

It also anticipates that orders will be issued in the near future that tariffs be so corrected that "present net rates shall be made applicable into milling points without the necessity of keeping any record on the out-bound tonnage."

The association, at its next monthly meeting, will consider plans look

Hoffman Brothers Company Increases Production

The Hoffman Brothers Company, Fort Wayne, Ind., announces that it has just purchased two large sawmill outfits, one in Indiana and one in Ohio which will increase its lumber output by 200 percent. The mills are in conveniently located timber and are assured a very plentiful supply of high grade logs for a long time to come. This move materially reduces the inbound freight on log shipments which formerly went into the Fort Wayne plant. The mills are very well located for shipments of lumber out, one having three main line railroads accessible and the other two.

The production here will be a full line of northern hardwoods covering oak, ash, maple, poplar and walnut. One of these two mills (the Ohio plant) is equipped to cut stock up to 50 feet in length, while the Indiana mill can cut stock 24 feet long.

The Fort Wayne mill is now divided between production of high grade veneers and high grade lumber, the output running mainly to walnut and quartered oak and with a substantial production of northern hard maple and ash.

Change in Crenshaw-Gary Lumber Company

Some changes in the officers of the Crenshaw Gary Lumber Company, Memphis, Tenn., have been made recently. F. E. Gary having purchased the interest of W. L. Crenshaw. The operations will continue as heretofore, and the company will run its mill at Ribey, Miss., and cut out its stumpage.

W. L. Crenshaw has formed a new company with C. M. Killego and figures on building a mill at Abbeville, Miss., on the Yazoo & Mississippi Valley railroad.

Will Represent Northwestern Territory

E. C. Atkins & Co., saw makers of Indianapolis, Ind., have arranged for a new representative in the northwestern territory, with headquarters at 510 First street, Seattle. Harry Blair will fill the place which until recently was filled by F. B. Leach, who resigned to go into other business. Mr. Blair, who is a young man, has been with the Atkins company more than ten years, part of the time in the home office in Indianapolis, and later in charge of the New Orleans branch. He has many friends among those who know him, and it is a safe guess that he will add enormously to the number in his new field on the Pacific coast. He will have entire charge of the sales business in his new field.

Bids Big Hardwood Tract

The Crittenden Lumber Company, with main offices in Providence, R. I., and mill at Earle, Ark., a few miles west of Memphis, has purchased 11,000 acres of hardwood timberlands in Morehouse Parish, La., adjoining Hope county, Arkansas, for a consideration of \$250,000. The company will cut out its remaining timber supplies in the vicinity of Earle within the next two years and has purchased the new holdings with a view to insuring adequate quantities of raw material for future operations. The land is heavily covered with virgin growth of oak, ash and gum, and has a fair sprinkling of other hardwoods. It all lies in one solid tract extending eastward to the Boeuf river at the boundary of West Carroll Parish and westward almost to Bonita, La. The company plans to move its sawmill and other accessories to this property in the next two years. The company is heavily interested in the Crittenden Railway Company, which operates a line between Beth, Ark., on the Rock Island system, and Earle, on the Missouri Pacific system, thus connecting the two. What disposition it will make of its interests in this road is a matter for future

settlement. Officers of the company are: N. H. Walcott, president; Charles R. Palmer, vice-president, and Charles C. Gardner, secretary-treasurer. These gentlemen all have their headquarters at Providence. E. T. Sellow is in charge of operations at Earle.

Goodman—Curtis

Mr. and Mrs. Charles A. Goodman of Marinette, Wis., have announced the engagement of their only daughter, Margaret, to Lieut. Kenneth Curtis, son of Mr. and Mrs. A. D. Curtis of Chicago. The wedding date has not as yet been announced.

Barge Lines Are Assured

Hardwood lumber interests throughout the valley territory are much pleased with the official announcement, made by M. J. Sanders, federal director of inland waterways transportation, that \$8,200,000 is available for the establishment of barge lines on the lower Mississippi and on Black Warrior river in Alabama, and that such further sums as may be required will be forthcoming.

Pleasure is also expressed over the fact that steps are going to be taken to put these large lines in operation from St. Louis south to New Orleans in the shortest possible time. Already Mr. Sanders is in the market for seventeen towboats and fifty barges to be put in this service.

Coal, lumber, iron and steel, cotton and other heavy freight will be handled for both domestic and foreign markets by means of the barge lines, and lumbermen and other business interests anticipate that establishment of this service will insure far better transportation facilities than they have enjoyed at any time since the war began, to say nothing of the lower rates which rehabilitation of water transportation insures.

Memphis is preparing to spend \$500,000 for the building of such river and rail terminals here as will make it possible for that city to participate fully in the use of the increased facilities so to be provided on the Mississippi.

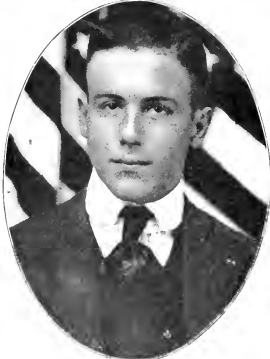
Corporal David H. Day, Jr.

It is gratifying to use in these columns the pictures of our boys on the other side, and to note their activities. One of the youngsters who couldn't wait, but must do his bit for Uncle Sam, enlisted when he was eighteen years old, and went over with Pershing's first contingent. He is now Corporal David H. Day, Jr., and his first assignment was to a machine gun company. He was afterwards transferred to the light artillery and headquarters company, and then to motorcycle despatch bearing, passing through the duties of these two branches. He is now driving a car for Brigadier-General Hanson E. Ely. Like father, like son—always on the firing line. He is the son of D. H. Day of Glen Haven, Mich., one of the biggest hardwood manufacturers of the Northwest for many years. If it was necessary to build a road across the creek the senior Day got busy himself and put it under way. He has always been active in Wisconsin and National hardwood associations, and we are not surprised to see the youngster serving Uncle Sam with satisfaction.

We salute Corporal Day and we know that every lumberman who is acquainted with the senior Day will join us in congratulations for junior Day.

California Laurel for Boat Building

Bids are out calling for the purchase of 46,500 feet of California laurel for the navy yard at San Francisco. The wood is to be used as shaft logs for motor boats. In the East, white oak answers this purpose, but the oak which grows on the Pacific coast is not considered suitable, and laurel



CORPORAL DAVID H. DAY, JR.



HARRY BLAIR, SEATTLE, WASH.



F. E. GARY, MEMPHIS, TENN.

will be accepted as a substitute for the wood related to sassafras, but is a finer wood in some respects than the whole yearly use of this laurel amounted to 100,000,000 ft. b. m. The one government order calls for 100,000,000 ft. b. m. The fact that a few people have always appreciated it. The first of the Hotel in San Francisco was made of laurel. It is not, however, the Californians have used it for pump logs and

Lignum vitae for Ships

The Navy Department has ordered 1,000,000 lbs. of lignum vitae for ships. The lignum vitae is a tree which grows in the whole yearly use of this laurel amounted to 100,000,000 ft. b. m. The one government order calls for 100,000,000 ft. b. m. The fact that a few people have always appreciated it. The first of the Hotel in San Francisco was made of laurel. It is not, however, the Californians have used it for pump logs and

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Pertinent Information

Government Ruling on Bedsteads

The War Industries Board and the following committee representing the various industries, manufacturers and representatives of other divisions of the War Industries Board, when the following conclusions were reached:

1. That the quantity of steel used in the manufacture of metal beds can and should be substantially reduced by increasing the height of the rails, both in the head and foot, by increasing the sizes of tubes, eliminating old sizes, by increasing the number of tubes to 2 inches; and by the standardization of bed sizes.
2. That the manufacture of metal beds should be discontinued during the war, as they are a luxury item, and the steel is needed to meet war requirements.
3. That the demand by the government of beds for internment, mobilization camps, transports, for use on the coast, and for use in connection with housing programs, must be met by a reasonable supply provided to meet the requirements due to the shifting of labor to war industrial centers.
4. That not a bed should be manufactured during the war to replace one that can be made to last until after the war, and that the civilian population generally must come to realize that they must get along with the beds and other furniture which they now have drawing upon the supplies which have been discarded and stored in cities and elsewhere, as well as spare articles in the country.
5. That regional and local representatives of the War Industries Board throughout the United States, representatives of the Council of National Defense, the war-savings organization, and other government agencies should urge all patriotic citizens everywhere to draw from their attics and other hiding places stocks of surplus furniture which can, through second-hand dealers or otherwise, be made available to meet the essential requirements of the civilian population during the war.

Building Permits for June

Building permits issued in the principal cities during June totaled less than for May, and also less than for June last year. The official figures of 144 cities as received by the *Builder's Contractors*, Chicago, aggregate for June \$45,345,543 as compared with \$59,146,922 for May and with \$62,747,915 for June, 1917. The decrease as compared with a year previous was, however, only 27 per cent, the smallest decrease since last September. Losses have now been continuous since February, 1917. This is not surprising, considering the high costs of construction and the disengagement of all kinds of unnecessary building by the Government. In many cities necessary construction is very backward. The Bureau of Industrial Housing at Washington is of great importance for much greater aid in supplying houses for workmen, than it can extend with its present appropriations. Projects from fifty cities have been approved by the Housing Bureau at a total estimated cost of \$19,295,000, nearly twice the funds available and many other pending projects are now under consideration. The problem now is to get private capital to construct in many cities the dwellings and other forms of necessary construction, which the government cannot support.

The statistics above do not include government construction work, which is now vast. With unnecessary work almost wholly eliminated, the figures indicate, with a fair degree of accuracy, the volume of urgent and essential building that is now in progress. This consists mainly of factory and residence construction, though schools and other forms of buildings are considered by some authorities as necessary. The absence of large structures is indicated by the relatively slight decrease in the total number of permits issued, namely 21,113 as compared with 23,734 for June, 1917. The average size of the permits for June is about \$2,200, compared with \$2,670 for June, 1917. An unusually large percentage of the permits, issued last month, were for repairs and extensions. Of the 144 cities reported, 52 show complete stagnation. These are mainly centers where war work of some character is in progress.

A floor to adore



For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

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Hardwood News Notes

< MISCELLANEOUS >

The title of the Bokman Lumber Company, Kansas City, Mo., has been changed to the Liberty Lumber Company.

The capital stock of the Stearns & Culver Lumber Company, Ludington, Mich., has been increased to \$100,000.

The Sanders Lumber Company, Goshen, Ind., has incorporated at \$88,000. The incorporators are Harry M. Sanders, Haines Edbert and George W. Hay.

At St. Louis, Mo., the Scarritt Furniture Factory Company has been incorporated at \$100,000.

V. R. Smith has been appointed trustee for the Memphis Lumber Company, Memphis, Tenn., which concern assigned recently.

The Shepley Hardwood Products Company has been incorporated at Shepherd, Mo., its capitalization being \$6,000.

An increase of \$50,000 has been made in the capital stock of the Embury Box Company, Louisville, Ky., it now being \$250,000.

Recent incorporations are: The Daytona Crate Company, Daytona, Fla., capital \$50,000; the Southern Lumber Company, Jonesboro, Tenn., capital \$30,000; the C. Knowledge Corporation, St. Louis, Mo., capitalization \$475,000; W. L. B. Thompson Ship Building Company, Mobile, Ala.; the Standard Ship and Company, Wincennes, Mo., capital \$100,000; the Wilmington Ship and Company, Wilmington, O., \$30,000; the American Wood Workers, Memphis, Tenn.; the Tallahassee Land & Lumber Company, Alsea, Ore.; the United Lumber Company, Louisville, Ky., incorporated by Frank S. Cook, C. Lee Cook and J. F. Schmalzried, with \$50,000 authorized capital.

< CHICAGO >

C. W. R. ... secretary of the Super Lumber Company, Chicago, Ill., died ...

The Prudden Machine Manufacturing Company, City, has filed an involuntary petition for bankruptcy as has also The Fibler Company.

Milo B. ... president of the Longleaf Lumber Company, Kansas City, Mo., who has had a number of illnesses during the past year, is rapidly regaining his health. The golf links are largely responsible for his recuperation. He measures his recovery by the dis-

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tance he can drive a golf ball and now that he can hit it over 220 yards, there does not seem to be much cause to worry as to his complete recovery.

Phil Gardiner of the Eastman Gardiner Company, Laurel, Miss., is spending some time with his family in New York. Mr. Gardiner put in a good part of last year in assisting the Y. M. C. A. in France.

Frank B. Robertson of the Ferguson & Palmer Company, Memphis, Tenn., was up last week visiting some of his trade. He reports a fair amount of business with little life in special lines.

Sam Thompson, manager of the lumber department of the Anderson-Tully Company, Memphis, was another southern visitor during the past two weeks. He stopped off in Chicago a day on his way to New York and other eastern points.

R. E. Jurden of Penrod, Jurden & McGowan, Inc., Memphis, went through the city last week and while here had a confab with his illustrious senior, J. N. Penrod of Kansas City.

W. A. and C. R. Ransom of the Gayoso Lumber Company, Memphis, have made deep inroads into the finny tribes of the Mississippi lakes during the past couple of weeks. The two Ransoms have spent considerable time at the mill, but have found occasion to get out fishing quite frequently.

It is reported that the John Schroeder Lumber Company, Milwaukee, Wis., will shortly erect a \$100,000 sawmill at Mantee, Fla., to manufacture yellow pine and cypress. The company has big timber holdings in this section.

R. M. Carrier of the Carrier Lumber & Manufacturing Company, Sardis, Miss., has been a northern visitor of late where he was getting lined up on machinery to replace the mill destroyed at Sardis several weeks ago.

The Clyde Iron Works at Duluth had its annual conference here recently, among those in attendance being John Kelley of the southwestern district and Harry Schroth of the central southern district. The various representatives of the company were seemingly in a happy frame of mind due to the fact that the demand for Clyde skidders and loaders is heavier than ever, in spite of the scarcity of iron and steel.

Hardwood Record regrets to announce receipt of news of the death of Mrs. W. H. Sullivan, wife of W. H. Sullivan of the Great Southern Lumber Company, Bogalusa, La.

Frank E. Fish, secretary of the National Hardwood Lumber Association, returned this week from a trip to Washington, D. C. Mr. Fish had been away a few days.

W. B. Heinemann of the B. Heinemann Company, Wausau, Wis., spent several days of last week in Chicago on business.

< BUFFALO >

Ed M. Sullivan and other members of the family were called to Bogalusa, La., early this month by the death of Mrs. William H. Sullivan, wife of the mayor of the city and general superintendent of the Great Southern Lumber Company. Mrs. Sullivan had many friends here and in northwestern Pennsylvania, where her husband was long connected with the Goodyear interests. Besides her husband, she is survived by a son, Lieut. Frank Sullivan, a member of the United States artillery, and a daughter, Elizabeth Sullivan.

The office of Blakeslee, Perrin & Darling is being enlarged and will be about twice the former size, thus affording much needed room. W. L. Blakeslee is now on a motor trip with a party of friends and will visit New Hampshire.

The lumber business of W. G. Palmer, Inc., North Tonawanda, has filed a certificate of increase in capital stock from \$100,000 to \$200,000. This company has been doing considerable war work and a new plant is being constructed to take the place of one burned.

Lumber receipts continue to show up favorably as compared with last year, the total so far running a little ahead of 1917 to date.

The future of lumber prices is up for discussion among local real estate men and they have been querying well-informed lumbermen as to their opinions. The prevailing sentiment thus far is that lumber prices will stay up for at least several years and that it would be unwise to look for any sudden decline in the price of general building materials. A. J. Elias expressed himself as quite sure that no decline could be looked for for a long time ahead. A similar view is held by Maurice E. Preisch, president of the Haines Lumber Company.

James B. Wall, president of the Buffalo Hardwood Lumber Company, is spending about two weeks in the South, visiting a number of mills in which the company is interested.

The first half of 1918 showed a loss of \$1,000,000 in Buffalo building costs as compared with the same period of 1917. For the first half of 1918 the figures were \$3,545,000 and for the corresponding part of 1917 they were \$4,553,000. June was the poorest month so far this year, as the total costs were less than half those of a year ago. July promises to do considerably better than June.

< PITTSBURGH >

J. N. Woodlett, president of the Aberdeen Lumber Company, spent thirty days in the Southwest recently among the gum and cottonwood mills. He reports production not over 50 per cent, chiefly because of labor troubles.

T. H. Johnston of the Johnston-Davies Lumber Company reports an

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excellent call for medium grade timbers in such quantities, as a rule. He spent ten days in the cutting and grading.

The Sater-Hamilton Lumber Company says the situation very much upset. Mr. Sater believes that there will be a pretty good demand, however, between now and fall and profits that prices may be higher.

C. V. McCraith of the Hicks McCraith Lumber Company reports an unusually heavy shipment with that firm in June. Demand this month is very light and wholesalers are all placing orders to shore.

The Kendall Lumber Company is in loading a large amount of lumber for government uses. President J. L. Kendall has opened his summer cottage at Ventnor, N. J., where his family is now staying.

The Empress Lumber Company has been getting a very good industrial demand of late. Its trade in the eastern market is not so strong in general as in the Pittsburgh district.

The Trampton Foster Lumber Company reports larger shipments of oak this summer than ever before. Its customers are busy. Demand from the railroads and industrial companies is especially for bridge oak is very heavy.

The \$10,000,000 munition plant to be built by the government on Neville Island, just below this city in the Ohio river, is already making a big demand for lumber as barracks have been started. So far most of this lumber has been bought direct from the government. An enormous amount of hardware will be needed for the operation and also for river improvements to go along with it.

Hardwood mills in western Pennsylvania and West Virginia are badly handicapped this month because most of the teams and men have gone into the harvest fields for the fall. Wages higher than were ever dreamed of before are being offered for the almost impossible to hold their forces together and keep production up to anything like normal.

< BOSTON >

The Massachusetts Wholesale Lumber Association, Inc., held a meeting Thursday, July 18, at Youngs Island, to take up the wholesalers' relations with the government in the matter of shipping and price-fixing policies, also some matters of the survey by the Massachusetts and traffic questions.

The Interstate Commerce Commission is to announce a series of nationwide hearings on uniform classification of lumber on August 1.

< BALTIMORE >

This city, along with practically every other in the country, has been and is being troubled by a great shortage in building operations, with the result that the requirements in the various construction kinds of lumber are

greatly reduced. The extent to which operations of the building contractors will be cut off can be seen from a statement of the building inspector for the last first six months of the year, according to which he declared a total of 127 structures for which building permits were issued from his office did not exceed \$1,956,555, as against \$3,229,120 for the corresponding period of 1917. And last year was by no means noted for the importance of its results in that line, the effect of the concentration of the country after war activities having already become apparent even at that time. Although the greater portion of the six months fell outside of the period. As a matter of fact, the figures given for the first half of the current year are not less than \$5,000,000 behind ordinary times, and in some instances as to the last year and above 1918 has been considerably exceeded. Of course, the difference shown by the figures is not total, for against it must be set the construction work carried on by the government, which is done up in large part for the deficiency and continues to be a very important factor in the trade. That builders have been hard hit, however, is shown by the fact that two of the more important operators have practically ceased all construction work. They fear, it is said, that at the first intimation of peace, the price of building materials will slump, and so that if they have on hand any appreciable quantity, purchased at prevailing prices, they will stand to suffer considerably less. Another builder, who is willing to take his chances and begin the erection of some 1,000 houses this month, is unable to do so because of inability to get materials. To a large extent, however, the scarcity of labor is also a factor, other work taking 200 men in such numbers that ordinary activity must necessarily cease.

An interesting visitor called on Harvey M. Dickson, secretary of the National Lumber Exporters' Association, ten days ago in the person of Edgar S. May, who has been appointed purchasing agent of the British government in Cambodia in British Honduras, and who stopped here on the way to his post. Mr. May, who by the way is a son-in-law of Frank Tiffany, British representative in London of the N. L. E. A., was formerly a member of the well-known English lumber firm of Fox, Elliott & Co. of Hull. He stopped here, at least temporarily, in order that he might give his services and the benefit of his expert knowledge to the government, and will be in the country for some time, not less than a year, making his headquarters at Belize. Mr. May stands high in the lumber business and has a long hold in reputation as one of the best informed members of the American lumber industry. Several million feet of milllogs are being cut at Ocala, Fla., awaiting shipment to England, and it will be a part of his work to see that these shipments get off with the least loss and in the most expeditious way of New York, and will take a steamer for Belize and return.

The old lumber firm of Thos. Matthews & Son, which has had an broken existence for more than one hundred years, has been succeeded by Thos. Matthews & Son, Inc., a corporation, of which Harry Thayer has been elected president, with John B. Berger of the Baltimore Coopers Company, as vice president, and G. R. Proudfoot as secretary. The capital stock is fixed at \$100,000. The company has taken over the stock, good will and name, and will occupy the yard at Albemarle and Fleet streets, under lease. Mr. Thayer is president of the Waterboro (S. C.) Lumber Company and well known in the trade.

Joseph B. Nichols and F. Bowie Smith, who had been for years in the employ of the James Lumber Company of this city, have been enlisted in the Vancouver contingent of the spruce production division of the War Industries Board, and will assist in getting out spruce. They have already left for their destination.

Oscar L. Lowther, secretary-treasurer of the Glen Elk Lumber Company of Clarkburg, W. Va., and Miss Laura Love were recently married at Newark, O. The bride was instructor in music in the schools at Weston, W. Va., last year.

John F. Clark, a brother of James R. Clark, vice-president of the Canton Lumber Company, and connected with the corporation for the last fifteen years, died July 13 at his home on North Milton avenue. He is survived by his wife and four brothers.

◀ COLUMBUS ▶

Elaborate preparations are being made by Columbus lumbermen to attend the annual outing of the Ohio Association of Retail Lumber Dealers and the Union Outing of Lumber, Sash and Door Salesmen which will be held at Cedar Point August 9 and 10.

Fred J. Bowers, formerly located at Mansfield, as Ohio representative of the Forbush Lumber Company, has taken the position of assistant sales manager of the Kauf Lumber Company of Birmingham, Ala.

A large crowd of Columbus lumbermen recently held a picnic at Fishinger Grove, near the Buckeye canal. In all there were about 500 present and the day was spent in games, contests and in an old fashioned picnic dinner. Automobiles and motor trucks were used to transport the lumbermen to the outing. The arrangements were made by Secretary Marshall of the Columbus Lumbermen's Club.

George H. Harlow, formerly with the W. L. Whitacre Lumber Company, has enlisted in the navy and is now undergoing training at the Great Lakes training school, Chicago.

R. E. Sweigart, who was employed by the Brasher Lumber Company, is another of the younger set of lumbermen to heed the call of his country and is now at Camp Sherman, Chillicothe, O.

The Cherry Lumber Company, Cincinnati, O., has recently completed the installation of a large battery of dry kilns at St. Bernard, and has inaugurated a commercial drying service for the trade. The many advantages of such a drying service at Cincinnati are easily recognized, as this city is the great gateway for shipments from southern mills to all northern points, and freight rates upon such shipments are based upon this gateway.

The John Kenpe Lumber Company, Cincinnati, has been incorporated with a capital of \$15,000 to deal in lumber. The incorporators are John Kenpe, George A. Lang, R. Ruzicka, Gursie Marcenson and Wm. R. Collins.

Earl H. Stedip, formerly manager of the Sherwood Lumber Company, Sherwood, O., is now in training with the 15th Depot Brigade at Camp Sherman.

R. W. Horton of the W. M. Ritter Lumber Company, reports a good demand for hardwoods, mostly from the factory trade. Dealers are also buying in limited quantities but concerns making boxes and implements are the best customers. Prices are firm. Shipments are interfered with because of the car shortage and embargoes.

J. A. Ford of the Imperial Lumber Company says there is a good demand for West Virginia hardwoods with prices ruling high in every respect.

◀ CLEVELAND ▶

Measures to promote home building in this city, a move that will be of vital importance to the hardwood industry particularly and the lumber trade generally, were started this week when the Cleveland Chamber of Commerce decided to ask President Wilson directly for \$2,000,000 appropriation for this purpose. Hardwood interests are especially interested, because if the plan goes through there will be excellent chance for big outlet of low grade hardwoods, which have been increasing in supply here since the housing projects of the city have been cut to about half of last year.

The argument that will be put up by the chamber is that insufficient housing and poor car service are hampering war production. The request will follow the completion of a housing survey about the end of July. The survey thus far has proved that workers are the principal sufferers from rent profiteers here, and that about one-sixth of the workers waste two hours a day riding on the cars because they can't find housing nearer their work. The plan will include suggestion for the government to do this housing project direct, and not through loans, as originally intended. That some such means must be adopted if war production is to be kept

up is indicated by a recent survey of the finances of the city, as affecting home building by the Cleveland board of lumber dealers. According to J. V. O'Brien, secretary of the board, banks cannot lend money, for fear they will be called upon to make up banks' quota in the next Liberty Loan drive if the people do not subscribe. Also, it is learned that while some building loan associations show increases, most of them do not average the normal deposits, showing that money had been drawn or held out for the government's needs by the people. Further illustration of the conditions here, and reflecting directly upon the lumber trade, is the falling off in building permits. The first five months of this year are only about 10 per cent below those of the same period a year ago, but the dearth of operations in June and July will show a great slump.

Some confusion has resulted in the hardwood trade here following the announcement that the Cleveland offices of the aircraft production board are to be removed to Washington, to save costs and complications in handling data. The offices were established here in February. Lieut. Col. C. W. Mixer, chief of the production board, ordered the change, it was announced here. Cleveland branch of the Dayton headquarters inspection board will be retained here.

Joseph Shaine, formerly a Cleveland wooden ship architect, has removed to Seattle, Wash., where he has contracts for sixteen vessels.

J. A. Walton of the C. H. Ewold Lumber Company has resigned to help organize the R. & W. Tool Company. The plant will be located in Cleveland. Mr. Walton's successor will be appointed later.

◀ INDIANAPOLIS ▶

The Bassett Lumber Company of Orleans, Ind., last week bought from a firm near Salem, what is said to be the largest poplar tree in Indiana. The tree is 20 feet in circumference at the base and measures 13½ feet in circumference just below the first limb which is 72 feet above the ground. The tree has been for many years one of the landmarks in Washington county and every year hundreds of people have gone out to the farm to look at it. Experienced lumber men estimate that it will cut from 12,000 to 13,000 feet. It is understood that more than \$700 was paid for the tree.

The Seymour Furniture Company, Seymour, last week received an order for \$8,000 worth of its products from a firm in Glasgow, Scotland. F. L. Huntton, general manager of the company, recently returned from Grand Rapids where he attended a furniture exhibit. The export order just received is the largest that the company has ever booked.

The Amersbach Furniture Company, Cincinnati, which is engaged in manufacturing ammunition cases for the government last week employed a guard of four men to be stationed around a huge lumber pile which provides the material for the company's present work. The guards will be on duty at night as long as the company is filling government orders.

◀ EVANSVILLE ▶

Manufacturers of Evansville are fast joining the Evansville division of the Cincinnati war contract regional that was organized here on June 28 and among the members are to be found many of the lumber manufacturers, retail lumber dealers, planing mill owners and manufacturers of wood-consuming lines. Daniel Wertz of Mabey & Wertz has been appointed on the committee to get new members in Evansville and Vanderburg county. He reports that most of the manufacturers are anxious to become members, as they see great possibilities in the organization. The value of the manufacturing plants in the thirteen counties in southern Indiana and twenty-five counties in western and northern Kentucky that comprise the Evansville division is placed at \$40,000,000. Under the regional plan it is expected that the manufacturers of the tri-state territory will get their share of the war contracts in the future.

Planing mills in Evansville and southern Indiana towns are doing little business, this being the duller summer in many years. Some repair work is being done, but practically no new business is reported. Building operations in Evansville for the summer are far below normal and there is no indication that they will increase as the summer progresses. Planing mills in the country towns near here say they are doing little but that their operating expense goes on just the same. Sash and door men say trade is off and see little encouragement in the near future.

J. B. Henn, aged sixty years, secretary and general manager of the Peerless Tank and Seat Company, died at his home here on Wednesday, July 17, after a brief illness. He was one of the best-known manufacturers of the city and for many years had been one of the leading members of St. Paul's German Evangelical church. He is survived by a family.

J. E. May has purchased the wagon factory of S. L. Doubbs at Hickman, Ky., and after making certain improvements will operate the plant. The consideration was not made public.

Fire recently destroyed one of the dry kilns at the plant of the Peerless Tank and Seat Company at Evansville. Considerable oak lumber was burned. The loss is placed at about \$15,000 with part insurance. By hard work the firemen saved several million feet of oak lumber that was in other kilns. It is believed that the fire was started by unknown men who had been sleeping in the kilns at night.

John H. Rohs-berger, manager of the Buchner Chair Company, this city, and field secretary of the National Rivers' and Harbors' Congress,

LUMBER

Cut from logs such as these ranks high in quality and grade. All our stock is from St. Francis River basin logs which produce the highest quality of Gum Lumber on the market.

2 Band Mills
100,000 ft. daily capacity

MILLER LUMBER CO.
MARIANNA, ARK.



is the opinion that the stock of the United States Federal government in taking over the control of transportation on the Mississippi river from St. Louis down to the Gulf of Mexico will be a great boon to the manufacturers of lumber and other products along the Ohio river. He says that many of the barges to be built by the government for the Mississippi river will traverse the Ohio river and other shipping facilities along that stream. He is of the opinion that the government will in time take charge of the entire transportation system along the Ohio river and that with this will come the completion of the locks and dams that have been planned for the Ohio river. Lumber companies and cities of Evansville have long been strong advocates of river improvement. Work is being pushed on government dam No. 48 on the Ohio river some sixteen miles below Evansville and it is expected the structure will be completed some time next year at a cost of more than \$2,500,000. It will be the largest dam along the Ohio or any other western river, it is said.

At a recent meeting of the directors of the Owensboro Wagon Company at Owensboro, Ky., a three per cent annual dividend was voted to be paid at once. The secretary reports that the business of the company most of the year has been unusually good. In fact the wagon factories in most of the 17 state territories are enjoying a good business and many of them are working on government orders. While the carriage manufacturers have been fairly busy their volume of trade has not been so large as that of the wagon manufacturers. The decision of the government to limit the making of carriages to a certain standard is expected to cut into the business of the carriage manufacturers to a certain extent.

During the past month a great many excellent logs have been cut in southern Indiana, southern Illinois and southern and northern Kentucky. Some of those logs have been sold in Evansville while a great many have been shipped to St. Louis to be manufactured into gunstocks for the United States Government. Prices for many of these logs are the highest on record and it is expected they will continue to be so.

Furniture factories at Evansville, Johnson City, and Jasper, Ind., and Henderson, Ky., continue to operate on a good time and while business is not so good as it was this time last year the furniture manufacturers continue to run their plants in the belief that their furniture trade will come up to the standard. Chair and table factories at Evansville are also being run on good time.

< NASHVILLE >

Hardwood interests in middle Tennessee and interior points are very active. The current situation is better. The Tennessee Central Rail-

road for many years in hands of a receiver is doing a larger freight and passenger business than ever in its history. Switching facilities at Nashville are now adequate. The better grades of oak, poplar and walnut are in chief request and lower grades are improving.

The Chester Lumber Company was recently incorporated at Johnsonsboro, Tenn., with a capital stock of \$200,000. H. T. Spencer, W. O. Nelson, R. M. Watkins and others are the incorporators.

The Hixson Lumber Company was recently chartered in Folk county, east Tennessee by Albert Crumbliss, G. L. Tate and others.

John L. Bateman & Company, Nashville, are finding a large request for walnut and beech wood for dimension stock for government purposes.

S. G. Holland & Company, Stahlman building, Nashville, are developing a large hardwood timber tract, the Shipp property they acquired some time ago in Hickman county.

The Star Lumber Company, McKenzie, Tenn., Roscoe and Clyde Smith, managers, has recently acquired the sawmill there of John W. Bateman and is manufacturing and shipping hardwoods on a large scale. It maintains a yard for local trade and a hardwood flooring business.

J. N. Penrod, Kansas City and Memphis, head of a large lumber corporation transacting gum stock material for the government, was a recent visitor in Johnson City, Tenn. He conferred with his mill agents there, Mr. Penrod has yards in Johnson City, Kansas City, Memphis and several other points.

The Tennessee Box Company, Johnson City, reports an active box situation in upper east Tennessee.

Wm. L. Harris, Sr., of the Harris Hardwood Lumber Company, Nashville, has begun to ship the timber wood early this month just a few miles east of the location two passenger trains collided and scores were killed.

Mr. Penrod and son identified with the lumber trade of Nashville for many years and organized several of its pioneer companies. He was a most high class and successful business man.

< LOUISVILLE >

Edward L. Davis of the Edward L. Davis Lumber Company recently testified before the committee of the Edward L. Davis Lumber Company against the Big Four Railroad, the others, sheet 10088, involving overcharges on lumber from Louisville, Ky., to Manitowish, Wis., through misrouting. J. B. Larson, secretary of Southern Hardwood Trade Association, represented Mr. Davis; and R. D. Hunter for the railroad.

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BLISSVILLE, ARKANSAS

MANUFACTURERS

Oak Mouldings, Casing, Base and Interior Trim. Also Dixie Brand Oak Flooring.

As Well As

OAK, ASH and GUM LUMBER

Can furnish anything in Oak, air dried or kiln dried, rough or dressed

MIXED ORDERS OUR SPECIALTY

The Wood-Mosaic Company, New Albany, Ind., has secured another plant in which to manufacture walnut gun-stocks, having purchased at Federal sales the alien-owned plant at St. Bernard, O., owned by Theodore Franke of St. Bernard, O., and Hamburg, Germany. This plant was established about eight years ago to ship walnut to Germany. Over 1,000,000 feet of hardwoods were contained in the yards, but were not included in the sale, which brought \$30,100, and which was made by the Allen Property Custodian, Washington, under the Enemy Alien act. The Wood-Mosaic Company has already started operations.

R. K. May of the Louisville Hardwood Club, and Southern Hardwood Traffic Association, is back after six weeks spent in the South for the Southern Hardwood Traffic Association. Mr. May visited many mills and secured a number of new members for the association.

W. R. Willett of the W. R. Willett Lumber Company, Louisville, is back from a combined business and vacation trip spent in the East, returning in time to aid the Louisville Country Club golf club in a big match with the Ardmore Country Club.

H. E. Snyder of the Louisville Vener Mill, who has been under the weather almost all spring, has gone to Hot Springs, where he will spend a vacation, and hopes to get back in shape again.

Edward L. Shippen of the Louisville Point Lumber Company, who has been spending considerable time during the past year at his mills in Arkansas, has been spending a vacation at French Lick, Ind.

At Frankfort, Ky., the Lenox Railroad Company, with a capital of \$200,000 has been incorporated by H. M. Collins, A. W. Overton and others for the purpose of constructing a fifteen mile branch railroad in Morgan county, connecting with the North Fork Railroad, at Welshine. This road will tap a very rich timber and coal belt, that has been awaiting development for several years.

The Consolidated Coal Company, the big eastern Kentucky concern, which has several thousand acres of coal and timberland, is installing private lookout stations in the heart of the mountains, and arranging for private protection of its forest lands during the dry period, aided with the state warden service. This company has been one of the leaders in the movement to replant cut-over and burned-over lands. In past years it has lost heavily through forest fires, but is endeavoring to prevent such losses in the future.

Announcement has been made by the O. C. Kenny & Son mill at Frankfort, Ky., that it is now buying all of the walnut that it can secure, and is manufacturing gun-stocks and airplane blades in its own plant at Frankfort. The company in a recent announcement stated that every bit of walnut secured was going into government work.

The Sherrill-Russell Lumber Company, Paducah, Ky., has increased its capital stock from \$75,000 to \$150,000, and the 30-ft limit to \$250,000, and according to President H. Sherrill of the company has plans for installing additional machinery and enlarging its plant so as to increase production by about one-third.

At Paducah, Ky., the Paducah Lumber Manufacturing Company, Paducah Spoke Company, Paducah Coopers Company, J. A. Dossert Lumber Company, Ferguson Hardwood Lumber Company, J. W. Little Spoke Company, Sherrill-Russell Lumber Company, Paducah Basket & Basket Company, and some twenty other concerns have agreed to donate twenty-five cents on each \$1,000 of capital to the Cincinnati zone of the War Industries Board, to aid in maintaining offices, and handling war industries work in the Cincinnati district. So far the Louisville district has not been organized.

At a meeting of the Louisville Hardwood Club held last week a letter was received from the National Trade Acceptance Bureau, of New York, relative to its service and forms for use by the local club members. This brought out a further discussion of the recently adopted plan of the local men to use trade acceptances wherever possible, and a number of members stated that they had been using such acceptances very successfully in their business, and were well pleased with results.

Discussions of business conditions brought out that members were well satisfied with the way things are going. It being stated that all woods were satisfactory, prices right, orders plentiful, and that the labor situation had shown remarkable improvement due to the fact that crops are well along, and labor is returning to the mills, and due to the work or night order. It was stated that there were plenty of logs at most of the mills, and plenty of railroad equipment, with the exception of log cars which are still scarce in the South.

At this meeting E. B. Larson of the Memphis, Tenn., office of the Southern Hardwood Traffic Association, received a rising vote of thanks from the Louisville branch of the Southern, and the local Hardwood Club members for his excellent services in handling affairs in Louisville during the absence of Mr. May.

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**Oak Flooring**

Complete stock of 3/8" and 13/16" in all standard widths

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40,000' 4/4 No. 1 C. & B. End Dried White Maple
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 40,000' 5/4 No. 1 C. & B. End Dried White Maple
 60,800' 6/4 No. 1 C. & B. End Dried White Maple
 150,000' 1x8" up No. 1 C. & B. Hard Maple
 200,000' 4/4 to 16/4 No. 2 C. & B. Soft Elm
 40,000' 4/4 No. 2 C. & B. Birch
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East Jordan Lumber Co.

Manufacturers "IMPERIAL" Maple Flooring

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Manufacturers of
NORTHERN HARDWOODS

75 M ft. of 4/4 No. 1 Com. & Btr. Birch
 150 M ft. of 4/4 No. 1 & 2 Com. Birch
 100 M ft. of 5/4 No. 1 & 2 Com. Birch
 75 M ft. of 5/4 No. 1 Com. & Btr. Birch
 100 M ft. of 6/4 No. 1 Com. & Btr. Birch
 100 M ft. of 8/4 No. 2 Com. & Btr. Birch
 60 M ft. of 10/4 No. 1 Com. & Btr. Birch

TEXAS

Rex Brown, manager of the hardwood department of the Beaumont Lumber Company, has just returned from a trip up into the sticks and is nursing one sore arm while keeping the other busy scratching ticks, preferable to going to one of the county dipping vats constructed for that purpose. Rex had nothing to say about how his arm got injured—evading direct questions—but the implication that what averted his body might politely be classed as his own particular business. It leaked out, however, that he was demonstrating the Beaumont traffic laws to one of the

Don't get the impression that we handle Oak Flooring only. We are now piling on our yard, a large stock of

HARDWOOD LUMBER

all grades and thicknesses. Unexcelled facilities for Kiln-drying and surfacing.

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MEMPHIS, TENN.

Swain-Roach Lbr. Co.

SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

Otd. Oak: 1 car 1x5 and 5½ Strips; Plain Oak: 1 car 8/4, 2 cars 10/4, 1 car 4/4 F.A.S., 1 car 3/8 F.A.S.; Hard Maple: 2 cars 8/4 No. 1 Com., 3 cars 12/4 No. 1 C. & Div.; Soft Maple: 1 car 10/4 No. 1 C. & Div.; Beech: 1 car 5/8 Log Run; Elm: 5 cars 8/4 Log Run; Qtd. Sycamore 1 car 4/4 Log Run.

At Two Band Mills

STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT

Plain & Qtd. Red & White

OAK

AND OTHER
HARDWOODS

Even Color

Soft Texture

MADE **(MR)** RIGHT

OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO.

(INCORPORATED)

CINCINNATI, OHIO

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

The Charles W. Fish Lumber Company, Birmingham, Antigo and Elcho, sustained an estimated loss of \$30,000 by fire in the planing mill of its plant at Elcho, on July 13. The mill was ruined and will have to be entirely rebuilt and re-equipped. The fire was discovered shortly after noon and no cause has yet been assigned.

Matthews Bros. Manufacturing Company, Milwaukee, maker of store and office fixtures, interior woodwork, etc., has started work on an additional dry kiln unit, 25,600 feet in size, at its plant at Fourth and Fowler streets. The John Kaldets Lumber Company, Shawano, Wis., has completed an unusually good season's run on hardwood logs, during which in excess of 7,000,000 feet were produced. The mill is now running on shingles but may cut more hardwood before the end of the season.

The Wisconsin Box Company, Wausau, Wis., is planning to change its entire mill and factory drive to electricity through individual motors as the result of an enforced experiment due to the breakdown of the steam generating power plant. For two weeks the new sawmill erected a year ago has been operated with purchased current because of the breakdown, and the results have been so satisfactory and suggest so much practical economy that this drive will be continued.

Mortimer Van Ostrand, son of E. H. Van Ostrand, formerly a well-known lumberman of Antigo, Wis., has been reported as severely wounded in action in France. The Van Ostrands now reside at Winchester, Ill., where Mr. Van Ostrand is president of the Craig Mountain Lumber Company.

William J. Maxwell, Galesville, Wis., for many years actively identified with the logging and lumbering industry of western and northern Wisconsin, died recently from typhoid fever. He was sixty years old and received his first instructions in the business under his father, a pioneer lumber operator of the Mississippi valley.

The Hardwood Market

—< CHICAGO —>

While Chicago is reasonably well crowded with orders, the effect of hurry-up movements prior to the big freight rate increase the first of the month, has been noticed here just as it has in other regions. It manifests itself principally in a slight falling off in the number of inquiries coming in for hardwood stocks, but is especially noticeable otherwise. The Chicago jobbing element seems to feel that the mills are experiencing the same condition as the jobbers are able to purchase items with much greater ease now than a few weeks ago.

—< BUFFALO —>

The hardwood demand is not so active as a few weeks ago, though still on a pretty satisfactory scale. When the announcement was made that freight rates were to be increased a large number of consumers entered orders for quite an amount of stock to be shipped immediately. This stock was enough to carry them along for a time, so that their present requirements have been well satisfied. Another effect of the freight rate increase was to create a large movement of hardwoods from the mills to yards and more stock has been coming in to some wholesalers recently than for a long time. Lumber has been and still is coming in fully as fast as it can be handled.

Among the woods most in demand at present are oak, maple, ash, poplar and cypress. Prices are strong and are of course up in consequence of the higher rail rates. Not much likelihood exists that prices are going to be any lower for some time, according to members of the trade, unless some official action should be taken to that effect. Lack of labor is the chief detriment to trade at present, and it is causing some delay to the handling of both incoming and outgoing stock.

—< PITTSBURGH —>

Like other wholesalers, hardwood men are considerably up in the air about the outcome of the wholesalers' controversy with the government. They firmly hope that an adjustment will be made so that wholesalers can keep in business and make money. Demand is irregular and scattering at present. Building stocks are wanted. Furniture demand has fallen off and very little lumber is going to the automobile concerns. Industries which have turned over to making gun carriages and other war materials are doing well and buying a lot of lumber. The mining trade has fallen off considerably and as a result prices are likely to break on mining stocks. General industrial trade is good. With the retailers there is very little doing and small chances of any good bulk of business in that line this summer.

—< ASHEVILLE —>

Shippers feel better this week over the railway situation than at any time this year. It is easier to secure permits from the freight transportation committee at Norfolk and government orders are increasing in number. The state furniture trade is strong in spite of an acute labor problem and the factories report no difficulty in marketing furniture. Sawmills in this region have kept up a steady stream of production, though unable

BOSTON

The Boston market for lumber is... (faded text)

BALTIMORE

In the Baltimore market... (faded text)

COLUMBUS

The market for lumber in Columbus... (faded text)

AMERICAN LUMBER & MFG. COMPANY

PITTSBURGH PENNSYLVANIA

Exclusive Selling Agents Lenox Saw Mill Company Lenox, Ky.

PRODUCERS OF



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HICKORY Oak and Ash

Dimension Stock for All Purposes

Gainesville and Guntown Florida Union & Planters Bank Bldg., Memphis, Tenn.

General Sales and Export Office 11 Broadway, New York City

E. A. Mercadal Lumber Co.

WHOLESALE AND COMMISSION
953 National Life Bldg., CHICAGO

Northern Hardwoods

3 cars 8/4 No. 1 Com. & Better Birch
2 cars 6/4 No. 1 Com. & Better Birch
5 cars 1" No. 3 Maple
1 car 1" No. 2 Birch
1 car 6/4 No. 2 Com. Oak
1 car 4/4 No. 2 Com. Oak

Southern Hardwoods

1 car 4/4 Fas Tupelo Gum
1 car 4/4 No. 1 Common Tupelo Gum
2 cars No. 2 Merchantable Hemlock
2 cars 1x4 Merchantable Hemlock Strips
1 car 1" Fas Basswood Strips

Jackson & Tindle

ELM and BIRCH

4/4 to 12/4 All Grades
Well assorted stock

4/4, 5/4, 6/4, & 8/4 No. 3
Hardwood

Mills at PELLSTON, MICH.
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CINCINNATI

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C. CRANE & COMPANY
Manufacturers of Hardwood Lumber, Oak & Poplar especially
Our location makes possible quick delivery of anything in timber and hardwood lumber

The Tegge Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties

OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

INDIANAPOLIS

The hardwood demand in most departments is somewhat weaker because of a falling off in the domestic trade. The majority of manufacturers, however, have so many orders booked that the trade is worrying little over this condition. The domestic trade is slow because of the light demand for building purposes. Building operations in Indianapolis are less active now than they have been at this season for many years. The trade firmly expects business to become better before booked orders are filled.

Many of the mills report that logs are not so plentiful as they were some time ago due to the fact that farmers have been so busy with their work that they have devoted little time to logging. This condition will be improved later in the summer, and the trade expects to lay in as many bugs as possible for the winter.

The demand is strong for quartered oak, ash, hickory, and the lower grades of gum. Prices are firm and collections are said to be improving.

EVANSVILLE

The hardwood lumber manufacturers of Evansville and vicinity report that trade is some better than it was this time last month, with both orders and inquiries coming in nicely. They say that in most instances inquiries lead to orders and that buyers are not hesitating about the prices asked for lumber but are more concerned about getting the lumber on time after it has been bought. Two of the uptown sawmills in Evansville are being operated on time, but all the river mills are still closed. Collections are good. The cork shortage situation has improved and manufacturers report but little trouble in getting all the corks they need. Logs remain scarce and it is not believed that any great amount will be brought in until after the men in the southern states who make a practice of getting out logs have laid by their crops. Lumber prices are firm, tending upward on some grades. Quartered white oak has been in good demand for some time and thick plain oak is moving rather slowly. Hickory and ash are firm and orders are plentiful. Beech is only fair. Maple and elm are in strong demand, but maple is rather scarce in this section. Poplar is in good demand, as is quartered spruce. Cottonwood is strong and wanted in good. Gum is rather sluggish and many furniture manufacturers report that they are stocked up on this section. The labor problem continues to be a most serious one in this section.

CLEVELAND

Work directly connected with government war demands affords practically the only outlet for hardwoods in this market, and unless housing operations are stimulated through the activities of the Chamber of Commerce in obtaining an appropriation from President Wilson, the business is likely to continue along this line. Heavy timbers of different hardwoods are required in large numbers for mill construction, additions to factories turning out government orders, and the like. Automobile truck manufacturers have entered the market heavily recently for additional supplies with which to complete their contracts for truck bodies. These two outlets afford a tremendous business for oak, maple and ash. These materials have been coming in more freely of late, and although prices are high, there is little quibbling about the prices, provided the consumers can get the wood. With the principal outlet for hardwoods practically shut off, this being the interior trim for housing, there is a steady accumulation of such hardwoods in yard here, but if buyers expect prices to lower they will be disappointed, for the material is entirely too good to cut prices on, even to stimulate business. Consequently, sellers may be said to be biding their time. About the only construction that affords any outlet along this channel is in several large apartment house contracts, but this demand is insignificant compared with what it was even last year, to say nothing of normal requirements. Some fine grades are moving into manufacturing channels, but not enough to get excited about. Prices are easy to get, however. There is a better supply of low grades for boxing and similar purposes, which are being taken fairly well by certain producers of war munitions.

MEMPHIS

The hardwood market continues fairly active, with a notably good demand for some items, including gum in practically all grades and descriptions, plain thick oak, quartered white oak and high-grade oak veneers, ash and hickory. Dimension stock, rim strips, bolts, billets and other rough materials are in very satisfactory call and offerings as a rule are light because of the difficulties surrounding production. There is also a good demand for the lower grades of cottonwood which are, along with Nos. 1, 2 and 3 common gum, being freely taken by the manufacturers of boxes. A fair demand is reported for poplar and cypress while a moderate movement is noted in the case of elm and maple.

Prices are generally well maintained for the reason that manufacturers are aware that stocks are sharply below normal and that, in the case of gum and oak, sales and shipments recently have materially exceeded production. This is the time of the year when an amount of lumber vastly in excess of sales and shipments should be going on sticks to take care of the needs of the fall and winter trade but it is quite apparent that, in the two items already mentioned and possibly others, quite the reverse is true. Dullness is usually expected at this season but it can be stated au-

There is a strong feeling that the lumber market is broken, because of the fact that there is a large price differential between the various grades of lumber. There is no southern hardwood business, and the majority of the material dealers are unwilling to sell their stock at a price which would offer a profit.

The lumber market is in a state of confusion, and the price of lumber is very low. The market is very quiet, and the price of lumber is very low. The market is very quiet, and the price of lumber is very low. The market is very quiet, and the price of lumber is very low.

< BEAUMONT >

The hardwood market for the month of July is being dull, very little new business being reported. The price of lumber is very low, and the market is very quiet. The price of lumber is very low, and the market is very quiet.

The labor shortage has for some time been a normal and the heavy dratts among the negroes and whites indicate that this condition will grow worse. The labor shortage has for some time been a normal and the heavy dratts among the negroes and whites indicate that this condition will grow worse.

The war situation has improved slightly, but with the crop movement almost here, millmen expect it to be very temporary. They are optimistic and expect a repetition within the next few weeks of the rush just before the advanced freight rates went into effect. Consumers and dealers are well aware of what they might expect when the crop movement does begin and they will undoubtedly make an effort to protect themselves with complete stocks to carry them over until conditions become normal again.

< LOUISVILLE >

Increased freight rates for this month are a slighter, but the market has recovered and sales of hardwoods are active, although there isn't much doing in interior trim or building lumber. Orders on the books are heavy and new orders are constantly coming. A large percentage of these orders are for indirect government work. However, it is believed that things will open up further following the furniture show, which should increase the domestic demand which hasn't been what it should be. Orders on hand at present will keep practically all plants going, as almost everything is in some demand, orders being very active. Thick oak and ash, both quartered and plain have been in big demand, although the demand for 4/4 and under oak has been light. Low grade gum demand can hardly be supplied, although the better grades are slightly quiet. Prices are firm, though not advancing so rapidly as have been the case during the past few months. Production of all hardwoods has improved with improved labor and traffic conditions. Poplar and hickory have been in excellent demand, and no amount of taking can secure the walnut needed just now, although it continues coming. Kontaklans have finally decided that walnut is really needed, and logs which couldn't be had for love or money are coming in as answer to the patriotic call. Wagon plants are exceptionally busy and the implement people are planning early fall deliveries in order to get away from congestion in traffic in the winter and early spring.

< MILWAUKEE >

Conditions in the hardwood market of Wisconsin show little if any change from those now existing for several months or more. Demand continues active for nearly all kinds of hardwood lumber and stock, due to the broad and urgent needs of the government and its contractors. The production is fairly well maintained, although the acuteness of the labor shortage, which precludes any possibility of an enlargement of production, so desirable at this time. At the same time, output, it is almost impossible for mills to keep even with the requirements, as manufacturing stock is mounting with unusual rapidity. The government is placing more and more business in the West, and the conversion of industries to war work is now reaching its height. Many woodworking factories which have done little or nothing for some time because of a slackening of their ordinary business are again in the market since war business has come their way. This has a relatively large requirement of hardwoods. There seems to be a disposition that everything northern hardwood mills can produce until the end of the year will be needed as quickly as it is ready for loading.

The following stock is in excellent condition, ready for immediate shipment

1,000	A. H. & H. ASH	45,000*
1,000	A. H. & H. BEECH	22,000*
1,000	A. H. & H. BIRCH	200,000*
1,000	A. H. & H. BIRCH	200,000*
1,000	A. H. & H. SOFT ELM	10,000*
1,000	A. H. & H. SOFT ELM	10,000*
1,000	A. H. & H. BIRCH	81,000*
1,000	A. H. & H. BIRCH	148,000*
1,000	A. H. & H. BIRCH	14,000*
1,000	A. H. & H. BIRCH	11,000*
1,000	A. H. & H. BIRCH	21,000*
1,000	A. H. & H. BIRCH	56,000*
1,000	A. H. & H. BIRCH	45,000*
1,000	A. H. & H. COM. MAPLE	270,000*
1,000	A. H. & H. COM. MAPLE	110,000*
1,000	A. H. & H. COM. MAPLE	10,000*
1,000	A. H. & H. COM. MAPLE	24,000*
1,000	A. H. & H. COM. MAPLE	50,000*
1,000	A. H. & H. COM. MAPLE	50,000*
1,000	A. H. & H. COM. MAPLE	110,000*



IDEAL HARDWOOD SAWMILL

Are putting in pile every month two and one-half million feet of choicest Northern Michigan Hardwood

Stack Lumber Company
Masonville, Michigan

Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience

IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

FRANK PURCELL
515 Dwight Building, KANSAS CITY, MO.

CLASSIFIED ADVERTISEMENTS

Advertisements will be inserted in this section at the following rates:

For one insertion.....25c a line
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For three insertions.....55c a line
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Eight words of ordinary length make one line. Heading counts as two lines. No display except the headings can be admitted.

Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYES WANTED

WANTED—FIRST CLASS

hardwood lumber inspector. Salary \$125 per month. TALLAHATCHIE LBR. CO., Phillip, Miss.

WANTED

Superintendent for woodworking plant, specializing in interior trim, bank office and store fixtures, as well as general building trade. Must be able to read plans and details, make accurate estimates and be able to make sketches and drawings. Apply giving reference and salary expected.

Also want saw filer and machine men for sticker and shaper. THE S. HADLEY LBR. CO., LTD., Chatham, Ont., Can.

WANTED—AN EXPERIENCED

Sawmill stenographer and office assistant. Either sex. Must be good stenographer and ambitious. Give references and full information in first letter, in confidence. LENOX SAW MILL CO., Peoples Bldg., Pittsburgh, Pa.

EMPLOYMENT WANTED

WANTED POSITION AS

Superintendent of small sawmill and lumber yard, or as hardwood lumber inspector; also lumber estimator and buyer. Sable, industries, long experience. Specialize on high-grade hardwood lumber. Address, I. MICHAEL, Noblesville, Ind. or wire I. Michael, Frankfort, Ind., 751 R. Jefferson St.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

WANTED—BLACK WALNUT LOGS

For Government Work.

Will inspect when loaded and pay cash.

THE STEEL ALBERFER COMPANY.

Coyahoga Falls, Ohio.

WANTED

Quartered White Oak Flitches.
NATIONAL VENEER & LBR. CO.,
Indianapolis, Ind.

WANTED—QTD. WHITE OAK FLITCHES

Must be properly manufactured, of good texture, quality, etc. Will inspect at mill and pay cash. DEAN-SPICKER CO., 2245 So. Crawford Ave., Chicago, Ill.

LUMBER WANTED

WANTED

No. 3 common oak, 8 1/2 green or dry; Oak Squares, 2x2x9, 1 1/2x2x19, 1 1/2x2x16, in large quantities. Write us. B. F. & R. P. Gravelly, Martinsville, Va.

MANUFACTURERS TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.
R. H. CATLIN CO.,
Equitable Bldg., Wilmington, Del.

WANTED TO BUY

Hard and soft wood Slabs and Edgings, 12", 16", 24", 30" and 48" for fuel wood. Also Charcoal. Write COVEY-DURHAM COAL CO., 431 S. Dearborn St., Chicago.

WE DESIRE PRICES ON

twenty (20) cars of 4 x 4 No. 3 common or good cut Hardwood (rear door boards), rough or surfaced to 7, 7 1/2" and wider, 6, 7 and 8 ft. long. Prices to be f. o. b. Shamokin, Pa., and Scranton, Pa., rate of freight. THE KULP LUMBER COMPANY, Shamokin, Pa.

WANT

5 to 10 cars 4 x 4 No. 3 Gum.
State best price f. o. b. mill.
PAIKER KELLORIG LBR. CO.,
Chicago, Ill.

CLEAR QTD. WHITE OAK

1 1/2x5x22" to 25"
1 1/4x5 1/2x16" to 22"
1 1/4x5 1/2x16" to 22"

Will consider offer on random widths.
WISCONSIN CABINET & FANSL CO.,
New London, Wis.

LUMBER FOR SALE

BIRCH LUMBER

When you are buying

BIRCH

consult us. We have it

JONES HARDWOOD COMPANY
10 High Street BOSTON, MASS.

FOR SALE—BASSWOOD

No. 2 C, 5/4 and 6/4. 1 car 5/4, 6 & 8' FAS. WALTER C. MANSFIELD, Menominee, Mich.

ALFRED P. BUCKLEY

Lumber Commission

932 N. Broad St., Philadelphia, Pa.

Will cut to order 8 to 10 cars Levant in the log in New Jersey. Also Poplar and Sweet Gum in the log in sizes and lengths desired.

FOR SALE

2 cars 1 1/2" No. 1 C & Bet. Hard Maple, 1 1/2 years dry.
2 cars 2" No. 1 C & Bet. Hard Maple, 1 1/2 years dry.
2 cars 3" No. 1 C & Bet. Hard Maple, 2 years dry.
2 cars 4" No. 1 C & Bet. Hard Maple, 2 to 4 years dry.

Since piled at Buffalo, N. Y.

60,000 ft. 5x12 to 17, 1st & 2nds Poplar, 6 mos. dry.
15,000 ft. 4, 4, 7 to 17", 1sts & 2nds Poplar, 6 mos. dry.

15,000 ft. 3" 1sts & 2nds Poplar, 6 to 8 mos. dry.
15 to 20", Good No. 1 C & Bet. In above 3".
46,000 ft. 2" 1sts & 2nds Poplar, 6 to 8 mos. dry.
All Poplar piled at mill points. Available for domestic or export shipment.

MCLEAN MACHINERY & FEEDER CO.,
Buffalo, N. Y.

W. J. CAMPBELL LBR. CO. LTD.,

Oshkosh, Wis.

WE WANT TO MOVE

Birch

5 cars each 4 4 & 5 4 Nos. 2 & 3 Com.

5 cars each 4 4 & 5 4 No. 2 C & Bet.

1 car each 10 4 & 10 4 No. 2 C & Bet.

Maple

5 cars each 4 4 & 5 4 Nos. 2 & 3 Com.

5 cars each 4 4 & 5 4 No. 2 C & Bet.

5 cars 8 4 Nos. 2 Com & Bet.

1 car 10 4 No. 2 Com & Bet.

2 cars each 6 4 Rock Elm and Soft Elm. No. 2 Com & Bet. Write us for prices.

TIMBER FOR SALE

VIRGIN TIMBER FOR SALE ON STUMP

Located in Southern Indiana. Large quantity of Beech and Maple, some Oak and Hickory, covering 100 acres. Bargain Address.

A. J. NOVOTNY, Chicago Ws Washington St.,
Chicago, Ill.

FOR SALE—HARDWOOD TIMBER

on Ry in southern Indiana. Timber easy to log and estimates slightly over a million feet, consisting of white oak, yellow poplar, beech, ash, black walnut, sugar, etc. Address, "BOX 75," care Hartwood Record.

TIMBER ESTIMATING

TIMBER ESTIMATING—LOGGING ENGINEERING

My reports cover every phase of timberland development. My cruisers and engineers are experienced in tropical timber as well as that of the U. S. and Canada.

D. E. LAUDERBURN, Forest Engineer,
158 Fifth Avenue, New York, N. Y.

DIMENSION STOCK WANTED

WANTED TO BUY

5 cars 2x2-30" Clear Oak Squares,
5 cars 2x2-19" Clear Oak Squares,
5 cars 1 1/2x1 1/2-19" Clear Oak Squares,
10 cars 1 1/2x1 1/2-20 and 40" Clear Oak Squares,
5 cars 1 1/2x2 1/2-5' clear Oak,
5 cars 1 1/2x2 1/2-5' clear Oak,
10 cars 1 1/2x2 and 2 1/2-40" clear Oak.

Write for orders to cut. We are always in the market.

THE PROBST LUMBER CO., Cincinnati, Ohio.

WANTED TO BUY

2"x2"x19" clear Oak Squares,
HICKORY CHAIR MFG. CO., Hickory, N. C.

DIMENSION STOCK FOR SALE**FOR SALE—WALNUT SQUARES**

12" x 12" x 10' 0" 1000
12" x 12" x 12' 0" 1000
12" x 12" x 14' 0" 1000
12" x 12" x 16' 0" 1000
12" x 12" x 18' 0" 1000
12" x 12" x 20' 0" 1000
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12" x 12" x 36' 0" 1000
12" x 12" x 38' 0" 1000
12" x 12" x 40' 0" 1000
12" x 12" x 42' 0" 1000
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12" x 12" x 72' 0" 1000
12" x 12" x 74' 0" 1000
12" x 12" x 76' 0" 1000
12" x 12" x 78' 0" 1000
12" x 12" x 80' 0" 1000
12" x 12" x 82' 0" 1000
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12" x 12" x 94' 0" 1000
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SMALL DIMENSION OAK

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WANTED ORDERS FOR

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FOR SALE CLEAR DRY OAK

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12" x 12" x 92' 0" 1000
12" x 12" x 94' 0" 1000
12" x 12" x 96' 0" 1000
12" x 12" x 98' 0" 1000
12" x 12" x 100' 0" 1000

TIMBER LANDS FOR SALE**WE OFFER FOR SALE—CHEAP**

16,478 acres of timber lands in a section of the Piedmonts County, W. Va., lying on the banks of the Kanawha River and well watered by springs in certain streams. Ideally adapted to sheep raising and re-foresting, in one of the finest cattle and sheep raising sections of the East. Correspondence and examination solicited. MARYLAND LUMBER COMPANY, Denmar, W. Va.

FOR SALE—VIRGIN TRACT

hardwood timber, 2700 acres in Monroe Co., W. Va. Representative white in Elmer, W. Va., first work in July. For further particulars write, CRIMSON SPRINGS LUMBER CO., Marshall Minnesota.

TEN TO TWO HUNDRED MILLION

As desired. Hemlock and Hardwood, Northern Wisconsin. No Commission. Address: LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

MACHINERY FOR SALE**CIRCULAR SAWMILL FOR SALE**

32" saw with top saw, edge, 10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

FOR SALE**BAND SAW MILL**

Having exhausted our timber, we will sell our complete mill very reasonable. Capacity 25,000 feet hardwood per day. WILLIAMS BROS., CO., East, M. B.

FOR SALE CIRCULAR SAWMILL

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

TWIN ENGINE

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

ONE 8 FOOT UPRIGHT BOILER

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

ONE 2 INCH BORING MACHINE

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

ONE 400 V. ALNER CO. B. S. 100

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

FOR SALE

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

SAWMILL MACH. AT SACRIFICE

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

FOR SALE FOR CASH

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

FOR SALE—THE FOLLOWING

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

WAGON STOCK WANTED**WANTED**

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

BUSINESS OPPORTUNITIES**FOR SALE AT GREAT SACRIFICE**

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

FOR SALE WOODWORKING PLANT

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

FOR INFORMATION APPLY TO

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

THE RECEIVERS OFFER FOR SALE

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

ACCOUNTS, NOTES, CLAIMS

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

SPLENDID CHANCE FOR WOOD SPECIALTIES BUSINESS

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

MISCELLANEOUS**FOR SALE OR RENT—SEVERAL**

10' tower, 102 turner, and dandy 20 H. P. E. for the ton engine with capacity of power, 1000 lbs. per hour. Box 554, Greensburg, Ind.

HARDWOODS FOR SALE

ASH

FAS, white, 6 1/4", 14" & 16", 1 yr. dry; NO. 1 C. 6 1/4", good lths, 1 yr. dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

FAS 4 1/4", 1 yr. dry. G. ELIAS & BRO., Buffalo, N. Y.

COM. & BTR., 8" & 12", reg. w/dth. & lgh. HOFFMAN BROS., Ft. Wayne, Ind.

NO. 1 C. 4 1/4", 10 1/4" & 12 1/4", SEL, 8 1/4", 6" & up. NICKY BROTHERS, INC., Memphis, Tenn.

FAS, NO. 1 C. & NO. 2 C., all 4 1/4", reg. w/dth. & lgh. COM. & BET, 8", 10 1/4", 12 1/4" & 16 1/4", reg. w/dth. & lgh. dly. PENROD, JORDEN & McCOWEN, INC., Memphis, Tenn.

NO. 2 C. & BTR., 1 1/4" 16 1/4", stacked on grade; 1 FACE CL. STRIPS 5/4", 3 to 5 1/2", bone dry; NO. 1 & 2 C., 10 1/4"-12 1/4", soft stock, special price. THOMPSON-KATZ LUMBER CO., Memphis, Tenn.

BASSWOOD

COM. & BTR., white, 5 1/4", reg. w/dth. & lgh. HOFFMAN BROS., Ft. Wayne, Ind.

NO. 1 C. & BTR., 10 1/4", JACKSON & TINDLE, Grand Rapids, Mich.

NO. 1 C. & BTR., 6 1/4", good w/dths., 10-16", dry. JONES HARDWOOD COMPANY, Boston, Mass.

NO. 1 C. & BTR., 4 1/4", MASON-DONALDSON LBR. CO., Rhineclander, Wis.

BEECH

NO. 1 C., 4 1/4", 1 yr. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

BIRCH

NO. 1 C. & BTR., 4 1/4", good w/dths., 14 to 16", 2 yrs. dry. ATLANTIC LUMBER COMPANY, Buffalo, N. Y.

FAS 4 1/4", 5 1/4", 6 1/4", 8 1/4" & 12 1/4". FAS STEPS, 5 1/4", 6 1/4", 8 1/4", 10 1/4", 12 1/4" & 14 1/4".

THEO. FATHAER CO., Chicago, Ill.

NO. 2 C. & BTR., 4 1/4", 5 1/4" & 6 1/4". NO. 1 C. & BTR., 4 1/4", 10 1/4" & 16 1/4". JACKSON & TINDLE, Grand Rapids, Mich.

FAS, 6 1/4" & 8 1/4", good w/dths., 10-16", 1 yr. dry. unsel. JONES HARDWOOD COMPANY, Boston, Mass.

NO. 1 C. & BTR., 10 1/4" & 12 1/4". NO. 1 C. & BTR., UNSL, 5 1/4" & 6 1/4". NO. 1 & 2 C. & BTR., BTR. RED 6 1/4". MASON-DONALDSON LBR. CO., Rhineclander, Wis.

NO. 1 C. 4 1/4", reg. w/dth. & lgh. 1 yr. dry. band sawn. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. & BTR., 4 1/4"-6 1/4", reg. w/dth., std. lgh., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

BUTTERNUT

LOG RUN 4 1/4", reg. w/dth. & lgh. HOFFMAN BROS., Ft. Wayne, Ind.

CHERRY

NO. 1 C. & BTR., 4 1/4", good w/dths., 14-18", 2 yrs. dry. ATLANTIC LUMBER COMPANY, Buffalo, N. Y.

FAS 4 1/4", 8" & up, 8" & up. HOFFMAN BROS., Ft. Wayne, Ind.

CHESTNUT

FAS 4 1/4", good w/dths., 10-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 1 C. 4 1/4"-8 1/4", reg. w/dth. & lgh., 1-2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. & BTR., 4 1/4"-8 1/4", reg. w/dth., std. lgh., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

COTTONWOOD

FAS & NO. 1 C., 4 1/4", av. w/dth. & lgh., 4 mos. dry. BOX BDS., 4 1/4", 12" and 15 to 17 1/2". FAS & NO. 1 C., BROWN, LAND & LUMBER CO., Memphis, Tenn.

NO. 1 C., 4 1/4", 12" & 13" and 12 to 17 1/2", reg. lths., 2 mos. dry. STIMSON VENEER & LBR. CO., Memphis, Tenn.

NO. 1 C. 4 1/4", 13" & wider. J. V. STIMSON HARDWOOD CO., Helena, Ark.

CYPRESS

SEL, 8 1/4", good lgh. dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. 4 1/4", GAYOSO LUMBER CO., Memphis, Tenn.

SEL, 4 1/4", SHOP 10 1/4". NICKY BROTHERS, INC., Memphis, Tenn.

FAS 1/4", 5/4", 8/4" & 12 1/4", reg. w/dth. & lgh., 6 mos. dry; SEL & SHOP 4 1/4", 5/4", 8/4", 8 1/4" & 12 1/4", reg. w/dth. & lgh., 6 mos. dry; NO. 1 C. 4 1/4", 5/4", 6 1/4" & 8 1/4", reg. w/dth. & lgh., 6 mos. dry. STIMSON VENEER & LUMBER CO., Memphis, Tenn.

SEL, 4 1/4", RUSSE & BURGESS, INC., Memphis, Tenn.

NO. 1 SHOP & BTR., 4 1/4"-16 1/4", reg. w/dth., std. lgh., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

ELM—SOFT

LOG RUN 5/4" & 6 1/4". BELLGRADE LUMBER CO., Memphis, Tenn.

LOG RUN 6 1/4". BLISS-COOK OAK CO., Blissville, Ark.

FAS 10 1/4" & 12 1/4", good lghs. dry. RUFFALO HARDWOOD LTR. CO., Buffalo, N. Y.

NO. 1 C. 6 1/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

LOG RUN 10 1/4". GOODLANDER-ROBERTSON LUMBER CO., Memphis, Tenn.

NO. 1 & BTR., 8 1/4", JACKSON & TINDLE, Grand Rapids, Mich.

LOG RUN 4/4" & thicker, can cut to suit buyer. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 2 C. & BTR., 8 1/4" & 12 1/4". MASON-DONALDSON LUMBER CO., Rhineclander, Wis.

LOG RUN 10 1/4" & 12 1/4". NICKY BROTHERS, INC., Memphis, Tenn.

FAS 4 1/4", 5 1/4" & 6 1/4". RUSSE & BURGESS, INC., Memphis, Tenn.

LOG RUN 8 1/4", 12 1/4" & 16 1/4", reg. w/dth. & lgh., 6 mos. dry. STIMSON VENEER & LUMBER CO., Memphis, Tenn.

NO. 2 C. & BTR., 5 1/4" & 10 1/4", bone dry. THOMPSON-KATZ LUMBER CO., Memphis, Tenn.

LOG RUN or NO. 1 C. & BTR., 4 1/4"-10 1/4". UTLEY-HOLLOWAY LUMBER CO., Chicago, Ill.

GUM—SAP

NO. 2 C. & BTR., 4 1/4"-8 1/4". NO. 1 C. & BTR., QTD., 6 1/4"-8 1/4". BELLGRADE LUMBER CO., Memphis, Tenn.

COM. & BTR., QTD., 10 1/4" & 12 1/4". GAYOSO LUMBER CO., Memphis, Tenn.

NO. 1 C. 4 1/4", J. V. STIMSON HARDWOOD CO., Helena, Ark.

FAS 4 1/4" & 5 1/4". NO. 2 C. 4 1/4" & 5 1/4", all reg. w/dth. & lgh. BOX BDS., 4 1/4", 8 1/2" & 13-17", 3 mos. dry. STIMSON VENEER & LUMBER CO., Memphis, Tenn.

FAS 1/4", 13-17". UTLEY-HOLLOWAY LUMBER CO., Chicago, Ill.

GUM—PLAIN RED

NO. 1 C. & BTR., 4 1/4"-8 1/4". BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. 4 1/4". BLISS-COOK OAK CO., Blissville, Ark.

COM. & BTR., FIG., 15-4 1/4". NICKY BROTHERS, INC., Memphis, Tenn.

FAS & NO. 1 C. 4 1/4". UTLEY-HOLLOWAY LUMBER CO., Chicago, Ill.

NO. 1 C. 4 1/4". J. V. Stimson Hardwood Co., Helena, Ark.

GUM—QUARTERED RED

NO. 1 C. & BTR., 1 1/4"-12 1/4". BELLGRADE LUMBER CO., Memphis, Tenn.

COM. & BTR., 6 1/4" & 10 1/4". KRAETZER-CURED LUMBER CO., Memphis, Tenn.

COM. & BTR., 4 1/4", ran. w/dth. & lgh., 8-12 mos. dry, sliced bid., highly fig. LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 1 C. & BTR., COM. & BTR., 10 1/4", sap no def. NICKY BROTHERS, INC., Memphis, Tenn.

GUM—TUPELO

NO. 1 C. BOX BDS., 4 1/4", 9-12", 13-17", reg. lth., 6 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

GUM—MISCELLANEOUS

BOX BDS., both wide & narrow. GAYOSO LUMBER CO., Memphis, Tenn.

FAS, QTD. BLK., 3 1/4"; BOX BDS., 12 1/4" 9"-16" and 17". GOODLANDER-ROBERTSON LUMBER CO., Memphis, Tenn.

COM. & BTR., QTD., UNSL., 8 1/4" 10 1/4" & 12 1/4". KRAETZER-CURED LUMBER CO., Memphis, Tenn.

BOX BDS., 4 1/4", 9-12" and 13-17". NO. 3 C. 4 1/4". J. V. STIMSON HARDWOOD CO., Helena, Ark.

NO. 1 C. & BTR., QTD., 10 1/4" & 12 1/4", sap no def. UTLEY-HOLLOWAY LUMBER CO., Chicago, Ill.

HACKBERRY

LOG RUN 4 1/4" & 6 1/4". NICKY BROTHERS, INC., Memphis, Tenn.

HICKORY

LOG RUN 6 1/4". NICKY BROTHERS, INC., Memphis, Tenn.

LOCUST

LOG RUN 4 1/4". NICKY BROTHERS, INC., Memphis, Tenn.

MAHOGANY

FAS, NO. 1 C. SHORTS & WORMY, 1/2-1/4", 3/4" & figured. Mexican & African. HUDDLESTON-MARSH MAHOGANY CO., Chicago.

MAPLE—HARD

NO. 1 C., 4 1/4", 14-16", 2 yrs. dry; NO. 1 C. & BTR., 8 1/4", 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR., 4 1/4" & 5 1/4", reg. w/dth. & lgh., sap 2 mos. 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS 10 1/4", good lghs.; NO. 1 C. 8 1/4", good lghs. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. 12 1/4", 1 yr. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

NO. 1 C. 4 1/4" & 5 1/4"; FAS STEPS 6 1/4", 11-15". THEO. FATHAER CO., Chicago, Ill.

COM. & BTR., 8 1/4" & 12 1/4". NO. 2 C. & BTR., 5 1/4", END DRID, white, 4 1/4"-8 1/4"; QTD., 6/4" & 8 1/4". JACKSON & TINDLE, Grand Rapids, Mich.

NO. 1 C. & BTR., 6 1/4", good w/dths., 10-16", dry. JONES HARDWOOD LUMBER CO., Boston, Mass.

LOG RUN 4 1/4" & thicker, can cut to suit buyer. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. & BTR., 6 1/4". NO. 2 C. & BTR., 6 1/4" & 10 1/4". MASON-DONALDSON LUMBER CO., Rhineclander, Wis.

NO. 1 C. & BTR., 17 1/4"-16 1/4", reg. w/dth., std. lgh., 12-18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

MAPLE—SOFT

LOG RUN 10 1/4". GOODLANDER-ROBERTSON LUMBER CO., Memphis, Tenn.

NO. 2 C. & BTR., 6 1/4". MASON-DONALDSON LUMBER CO., Rhineclander, Wis.

LOG RUN 4 1/4". NICKY BROTHERS, INC., Memphis, Tenn.

LOG RUN 8 1/4" & 12 1/4". spot worms no def., southern stock. UTLEY-HOLLOWAY LUMBER CO., Chicago, Ill.

OAK—PLAIN RED

FAS 4 1/4", good w/dths., 14 & 16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 2 C. & BTR., 3 1/4" & 4 1/4". BELLGRADE LUMBER CO., Memphis, Tenn.

FAS 10 1/4", reg. w/dth. & lgh., 3-18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 2 C. 4 1/4", 10 1/4" & 12 1/4". E. H. EVANS LUMBER CO., Chattanooga, Tenn.

STP PLANK, 5 1/4", 4" & up, reg. lgh. HOFFMAN BROS., Ft. Wayne, Ind.

FAS 4 1/4" & 5 1/4", reg. w/dth., 14-16", 8 mos. dry. UTLEY-HOLLOWAY LUMBER CO., Chicago, Ill.

J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. 3 1/4", 5 1/4" & 6 1/4". NICKY BROTHERS, INC., Memphis, Tenn.

FAS 5 1/4", reg. w/dth. & lgh., 18 mos. dry; FAS 6 1/4", reg. w/dth. & lgh., 4 mos. dry; NO. 1 C. 4 1/4", 12 1/4", 18 mos. & lghs., 4 mos. dry. STIMSON VENEER & LUMBER CO., Memphis, Tenn.

NO. 1 C. 4 1/4". UTLEY-HOLLOWAY LUMBER CO., Chicago, Ill.

NO. 1 C. & BTR., 4 1/4"-16 1/4", reg. w/dth., std. lgh., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4 1/4". BLISS-COOK OAK CO., Blissville, Ark.

NO. 1 C. 4 1/4" & 6 1/4". KRAETZER-CURED LUMBER CO., Memphis, Tenn.

FAS & NO. 1 C. 4 1/4". NICKY BROTHERS, INC., Memphis, Tenn.

OAK—PLAIN WHITE

NO. 1 C. 4 1/4", reg. w/dth. & lgh., 1-2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

(Continued on page 54.)

NO. 2 C. & BTR. 3 1/4 x 4 1/2 BELLGRADE LUMBER CO., Memphis, Tenn.
 NO. 1 C. & BTR. 4 1/2 x 4 1/2 ELIAS & BRO., INC., Buffalo, N. Y.
 NO. 1 C. 12" x 4" G. H. EVANS LUMBER CO., Chattanooga, Tenn.
 FAS 3/4", reg. width, 14-16", 1 yr. dry, J. M. LOGAN LUMBER CO., Knoxville, Tenn.
 NO. 1 C. 6" x 4" RUSSE & BURGESS, INC., Memphis, Tenn.
 FAS & NO. 1 C. 5 1/2" WOOD-MOSAIC CO., INC., New Albany, Ind.
 NO. 1 C. & BTR., 3 1/4-16 1/4", reg. width, std. lgth., 1-2 yrs. dry, YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED WHITE

NO. 2 C. & BTR., 4 1/4", BELLGRADE LUMBER CO., Memphis, Tenn.
 NO. 1 C. 4" & up. BLISS-COOK OAK CO., Blissville, Ark.
 FAS 4 1/2", up. GAYSON LUMBER CO., Memphis, Tenn.
 STRIPS 4 1/2", reg. width & lgth.; BACKING BDS. 3" x 3 1/2", reg. width & lgth.; HOFFMAN BROS. Ft. Wayne, Ind.
 CLR. STRIPS 3/4", 4", reg. lgth.; NO. 1 C. 4 1/4", reg. width, 14-16", 3/2" dry, J. M. LOGAN LUMBER CO., Knoxville, Tenn.
 NO. 1 C., 1 1/4, 1 3/4 & 1 1/2", CLEAR 4 1/2", 2 1/2", 2 1/4" & 1 1/2", NICKIEY BROTHERS, INC., Memphis, Tenn.
 CLR. STRIPS 4 1/4", 4 1/2", reg. lgths. dry, PENROD, JURDEN & MCCOWEN, INC., Memphis, Tenn.
 STRIPS 4 1/2", J. V. STUBSON HARDWOOD CO., Helena, Ark.

OAK—MISCELLANEOUS

NO. 1 C. & BTR., 4 1/2" WOOD-MOSAIC CO., INC., New Albany, Ind.

POPLAR

NO. 1 C. 4, 14-16", 2 yrs. dry, ATLANTIC LUMBER CO., Buffalo, N. Y.
 NO. 1 C. 6 1/2", 18 mos. dry, G. ELIAS & BTR., Buffalo, N. Y.
 FAS 4 1/2", 12-18" & up, sap no def., NO. 1 C., 2 1/2" to 5" & 5", G. H. EVANS LUMBER CO., Chattanooga, Tenn.
 NO. 1 C. 4 1/4", 7" & up, reg. lgth., 8 mos. dry, J. M. LOGAN LUMBER CO., Knoxville, Tenn.
 COM. & BTR. 5/8 & 4/4", ran. width & lgth., 6-8 mos. dry, LOUISVILLE VENEER MILLS, Louisville, Ky.
 NO. 1 C. 4 1/2", BOX BDS. 4 1/2", 9-12", NICKIEY BROTHERS, INC., Memphis, Tenn.
 FAS 3/4", 10-12", 14-16", 4 mos. dry, FAS 5/4", 6", 12" & up, 14-16", 4 mos. dry, COM. 1 1/4, 1 1/2 & 1 1/4", reg. width, 14-16", 4 mos. dry, NO. 2 A 4 1/4", reg. width, 14-16", 4 mos. dry, NO. 2 8 1/4", reg. width, 14-16", 4 mos. dry, NORMAN LUMBER CO., Louisville, Ky.

FAS, SAP & SEL., and NO. 1 C., all 5", NO. 2B, COM. 1/4", WOOD-MOSAIC CO., New Albany, Ind.
 NO. 1 C. & BTR. 5/8-16 1/4", reg. width, std. lgth., 1-2 yrs. dry, YEAGER LUMBER CO., Buffalo, N. Y.

SYCAMORE

LOG RUN, QTD., 5" NICKIEY BROTHERS, INC., Memphis, Tenn.

WALNUT

NO. 2 C. 4 1/4", reg. width & lgth. BLAKES-LELL, PERRIN & DARLING, Buffalo, N. Y.
 NO. 2 C. 4 1/4", 2 yrs. dry, G. ELIAS & BRO., Buffalo, N. Y.
 LOG RUN 3/8-3 1/4"; NO. 1 C., NO. 2 C. & FAS, 3/4", all reg. width & lgth. HOFFMAN BROS. Ft. Wayne, Ind.
 FAS & NO. 1 C. 5/8-8 1/4", very dry, HUDDLESTON-MARSH MAHOAGANY CO., Chicago, Ill.
 COM. & BTR. 4 1/4", ran. width & lgth., 6-8 mos. dry, LOUISVILLE VENEER MILLS, Louisville, Ky.
 NO. 1 C. 5 1/4 & 5 1/2", NICKIEY BROTHERS, INC., Memphis, Tenn.

FLOORING—MAPLE

NO. 1, 1/2x1 1/2, 5/8x2 1/4; CLR. 5/8x2 1/4, 1/2 WILCOE CO., Chicago, Ill.

FLOORING—OAK

CLR. FACE QTD., white oak, 2 1/2", G. H. EVANS LUMBER CO., Chattanooga, Tenn.
 SEL. RED 5/8x2, 5/8x1 1/2, 5/8x2 1/4, T. WILCOE CO., Chicago, Ill.

VENEER—FACE GUM—RED

QTD., FIG'D, any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.
 FIG., all thicknesses, NICKIEY BROTHERS, INC., Memphis, Tenn.

MAHOAGANY

Any thickness, THE DEAN-SPICKER CO., Chicago, Ill.
 PLAIN & FIGURED, 1/28 to 1/4", Mexican and African, HUDDLESTON-MARSH MAHOAGANY CO., Chicago, Ill.
 Any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

All Southern hardwoods, rotary cut, any thickness, any size, PENROD, JURDEN & MCCOWEN, Memphis, Tenn.

OAK—PLAIN

SWD, 1/20-1/4", HOFFMAN BROS. CO., Ft. Wayne, Ind.
 Any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced, THE DEAN-SPICKER CO., Chicago, Ill.
 SWD, 1/20-1/4", HOFFMAN BROS. CO., Ft. Wayne, Ind.
 Any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.
 SWD., white, all thicknesses, NICKIEY BROTHERS, INC., Memphis, Tenn.

POPLAR

CLEAR 1/8", 12 to 18", 14", kiln dried, EVANSVILLE VENEER CO., Evansville, Ind.
 Any thickness, any size, rotary, QTD., cut or sliced, PENROD WALNUT & VENEER CO., Kansas City, Mo.

WALNUT

Any thickness, sawed or sliced, THE DEAN-SPICKER CO., Chicago, Ill.
 ANYTHING in walnut, veneers, pl. & fig., rty. and sliced, PICKREL WALNUT CO., St. Louis, Mo.
 Any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.
 SL. & RTVY. CUT, HUDDLESTON-MARSH MAHOAGANY CO., Chicago, Ill.
 ANYTHING in walnut, veneers, pl. & fig., rty. and sliced, PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

Any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

Any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 18 and 28, HUDDLESTON-MARSH MAHOAGANY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOAGANY

Any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.
 STOCK SIZES, 1/4, 5/16 & 3/8", good 18 and 28, HUDDLESTON-MARSH MAHOAGANY CO., Chicago, Ill.

OAK

Any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.
 PL. & QTD., 1/4, 5/16 & 3/8", stock sizes, good 18 and 28, HUDDLESTON-MARSH MAHOAGANY CO., Chicago, Ill.
 Any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

BAND SAW MILLS
 Wildville, La.—Varnado, La.—Meridian, Miss.

CLARENCE BOYLE
 Incorporated

Manufacturers and Wholesalers
 Southern Hardwoods
 and Yellow Pine

1205 LUMBER EXCHANGE BLDG
 CHICAGO

Utley-Holloway
 Company

MANUFACTURERS
 OAK ASH
 COTTONWOOD
 ELM GUM

BAND MILLS: Clayton, Louisiana
 General Offices: 111 W. Washington St.
 CHICAGO, ILLINOIS

COUNTERFEIT CHECKS

are frequent except where our
Two Piece Geometrical Garter Coin
 is in use, then
 imitations are
 possible,
 sample if you
 ask for it.

S. D. CHILDS
 & Co.
 CHICAGO

We also make Time
 Checks, Stencils and
 Log Hammers

Annapae Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
 VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

CENTRALIZE YOUR PURCHASES

The principles of factory economics demand the minimum of waste effort. Obviously effort can be saved by placing your orders as nearly as possible in one direction. Of course we can't supply the entire hardwood market, but with

Our own timber
Our own log transportation
Five big band mills
Half a dozen veneer machines
Big panel factory
Carefully trained labor that we have
been able to keep

We are able to concentrate your shipments largely from one point.

We Cut 70,000,000 Ft. of Hardwoods a Year

A company handling your whole list or a large part of it can operate more economically and smoothly with minimum prices and maximum service for you. This economic truism holds in your business—why not in ours?

Try it out on YOUR PRESENT NEEDS, which we can supply in

All Southern Hardwoods
Rotary Gum Core Stock, Drawer Bottoms,
Built-up Panels, Cross Banding

Anderson Tully Company
Memphis, Tennessee

STIMSON'S MILLS

Four organizations with the single purpose of meeting the wants of the most scrupulous buyer of all domestic hardwoods—

Indiana & Southern Hardwood Lumber and Rotary Veneer

J. V. STIMSON, Huntingburg, Indiana
STIMSON VENEER & LUMBER CO.
Memphis, Tennessee

J. V. STIMSON HARDWOOD CO.
Memphis, Tennessee, & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of
SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following is a List of a Few of the Items We
Now Have in Stock:

Dry, Ready for Prompt Shipment

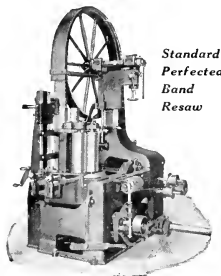
COTTONWOOD		OAK	
4 Cars 1" Boxboards, 12" to 17"	5 Cars 1" FAS. Red	2 Cars 1" FAS. White	
3 Cars 1" Boxboards, 6" to 12"	2 Cars 1 1/2" FAS. White		
4 Cars 1" FAS, 6" to 12"	2 Cars 1 1/2" No. 1 C. & Btr. Red		
5 Cars 1" No. 1 Common	5 Cars 1" No. 1 Com. Red		
5 Cars 1 1/2" No. 1 Common	2 Cars 1" No. 1 Com. White		
4 Cars 1" No. 2 Common	5 Cars 1" No. 2 C. Red & White		
2 Cars 1 1/2" No. 2 Common	2 Cars 2 1/2" No. 1 Com. & Btr.		
3 Cars 2" FAS.	Plain Red Oak		
	2 Cars 3" No. 1 Com. & Btr.		
	Plain White Oak		
	5 Cars 2" Log Run Elm		
	5 Cars 1" Log Run Elm		
	3 Cars 1 1/4" Log Run Elm		
	4 Cars 1 1/2" Log Run Elm		
	3 Cars 2" Log Run Maple		
	2 Cars 12/4" Log Run Maple		
	2 Cars 6/4" Log Run Maple		
	2 Cars 5/4" Log Run Maple		
	3 Cars 1" No. 1 Com. & Btr.		
	Sycamore		
	5 Cars 1" No. 2 & No. 3 Com.		
	Sycamore		
	2 Cars 2" Select & Better Cypress		

GUM

6 Cars 1" FAS. Sap	
5 Cars 1 1/2" FAS. Sap	
3 Cars 1 1/2" FAS. Sap	
6 Cars 1" No. 1 Common	
5 Cars 1" No. 2 Common	
2 Cars 1 1/2" FAS. Red	
2 Cars 1 1/2" FAS. Red	
1 Car 1 1/2" No. 1 Common	
3 Cars 2" FAS. Qtd. Red	
2 Cars 2" No. 1 Com. Qtd. Red	

Our stock is manufactured from a nice class of timber and therefore runs to nice grade and extra good widths and lengths.

We solicit your request for delivered prices



Standard
Perfected
Band
Resaw

RELIABLE

A Specially-Noted & Safe Line

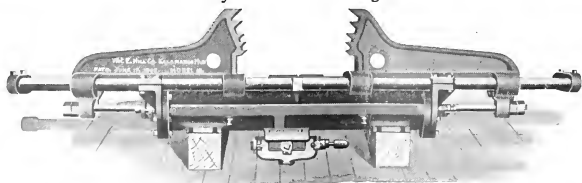
Newbern, N. C., Mar. 31, 1917.

Gentlemen: We are well pleased with the Standard Perfected Band Resaw purchased from you over a year ago. We have not put one cent of expense on it, and we have put a big pile of timber through it.

THE PINE LUMBER COMPANY.

Wm. B. Mershon & Co., Saginaw, Mich.

Style "E" Steam Dog



Speed up the production of your cross-cut saw by using a Steam Dog. Several types made.

SEND FOR
HILL AND CURTIS
CATALOGUES

HILL-CURTIS COMPANY SAW MILL AND ALLIED MACHINERY
Kalamazoo Michigan

Successor to Wm. E. Hill Co. and saw mill machinery business of Curtis Saw and Mill Machinery Co.

Hardwood Record

Semi-Monthly
Twenty-Second Year

537 SOUTH DEARBORN STREET
CHICAGO, AUGUST 10, 1918

Subscription \$2.
Vol. XLV, No. 8.



What Davis' Service Is

Companies and Customers in these enlightened days are expecting high-grade, intelligent, with-thought-behind-it-Service.

That Is the Davis Way

Companies and Customers want correct and carefully prepared forms and close attention to details.

Davis Does That

Companies accepting reinsurance from *our* Companies want to know that we are careful in the selection of business.

Davis' Record Proves It

Companies, Reinsurers and Clients want immediate and efficient adjustments on an equitable basis.

Davis Guarantees Satisfaction

Customers are expecting and all but demanding, in these strenuous war times, suggestions for preventing needless fires.

Davis' Engineering Department Does It

How Can We Serve You?

A. J. DAVIS AND COMPANY
CHICAGO

ESTABLISHED 1798

J. Gibson McIlvain & Co.

LUMBER

Hardwoods A Specialty

PHILADELPHIA, PENNSYLVANIA

Manufacturers

Wholesalers

**ROTARY GUM CORE STOCK
CROSSBANDING**

BUILT-UP PANELS and DRAWER BOTTOMS



The Anderson-Tully Company
MEMPHIS, TENN.

Manufacturers of Southern Hardwoods, Veneers and Panels

Thirty years' experience in cutting Rotary—

Timber of the first quality—

Modern equipment—

Thorough and scientific drying—

Staunch crating—

—Thus are we enabled to render you Service—Quality Backed by

THE GOLDEN RULE

Michigan Hardwoods *Cadillac Quality*

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

300,000* No. 2	BIRCH	300	OAK
15,000* No. 2	Com. & Br., 4/4"	300	No. 2 Com. & Br., 4/4"
	SOFT ELM	300	MAPLE
300,000* No. 2	Com. & Br., 5/4"	300	1-2" & 2-2 1/2" 4/4" to 16/4"
50,000* No. 1	Com. & Br., 4/4"	300	WHITE MAPLE
15,000* No. 1	Com. & Br., 10/1"	300	1-2" & 2-2 1/2" 4/4" and drier
300,000* No. 2	Com. & Br., 12/4"	300	HEMLOCK
	BIRCH	300	Met. handle 4/4"
300,000* No. 2	Com. & Br., 4/4"	300	ASH
	CHERRY	300	No. 2 Com. & Br., 4/4"
17,000* No. 2	Com. & Br., 4/4"		

Write for Prices

W. D. Young & Co.

BAY CITY

MICHIGAN

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

39 M ft.	11 16 x 2"	No. 1 Maple Flooring
32 M ft.	11 16 x 2"	Clear Maple Flooring
90 M ft.	11 16 x 4"	Prime Maple Flooring
45 M ft.	13 16 x 4"	Prime Maple Flooring
150 M ft.	5 4	No. 3 Common Basswood
50 M ft.	8 4	No. 2 Common & Better Beech
100 M ft.	5 4	No. 3 Common Beech
200 M ft.	6 4	No. 2 Common & Better Elm
100 M ft.	8 4	No. 2 Common & Better Elm
65 M ft.	10 4	No. 1 Common & Better Elm
75 M ft.	12 4	No. 1 Common & Better Elm
100 M ft.	6 4	No. 3 Common Elm
40 M ft.	8 4	No. 3 Common Elm
100 M ft.	12 4	No. 3 Maple
25 M ft.	4 4	No. 3 Com. & Better Red and White Oak
10 M ft.	8 4	No. 1 Common & Better White Oak
5 M ft.	10 4	No. 1 Common & Better White Oak

The Kneeland-Bigelow Company

Manufacturers of Hardwood Lumber

Bay City

Michigan

B U F F A L O

The Foremost Hardwood Market of the East

G. ELIAS & BRO.

HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber, Timber, Millwork, Boxes, Maple and Oak Flooring

955-1015 Elk Street

Hugh McLean Lumber Co.

OUR SPECIALTY:

QUARTERED WHITE OAK

940 Elk Street

Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm, Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.

1100 Seneca Street

BUFFALO HARDWOOD LUMBER CO.

SPECIAL FOR SALE

2" to 4" No. 1 Common and Better Elm
2", 2½", 3" and 4" No. 1 Common and Better White Ash
2½" and 3" No. 1 Common and Better Plain Oak

Hardwoods & Red Cedar

Plain and Qtrd. Oak has been our hobby for years

Yeager Lumber Company

INCORPORATED

EVERYTHING IN HARDWOODS

932 Elk Street

Standard Hardwood Lumber Co.

OAK, ASH AND CHESTNUT

1075 Clinton Street

T. SULLIVAN & CO.

Hardwoods

Ash and Elm

NIAGARA—CORNER ARTHUR

Atlantic Lumber Company HARDWOODS

WEST VIRGINIA SOFT RED AND WHITE OAK

Our Specialty: West Virginia and Pennsylvania Cherry

1055 Seneca Street

Taylor & Crate

HARDWOODS OF ALL KINDS

A stock of 18,000,000 to 20,000,000 feet of hardwoods carried at all times at our two big Buffalo Yards

Established 50 Years Rail or Cargo Shipments

Miller, Sturm & Miller

Hardwoods

of All Kinds

1142 Seneca St.

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries



HELENA

ARKANSAS

Integrity Quality Service Efficiency

It is these vital sparks of industry that are keeping the lights burning and the wheels humming at Helena. It was the steadfast adherence to these principles that has made Helena the greatest producing center of Hardwoods and Hardwood Veneers west of the Mississippi river.

The satisfaction of profitable trade binds our customers to us. From all Hardwood consumers who appreciate a product in which these qualities are inherent, we respectfully solicit correspondence.

THE J. V. Stimson Hardwood Company of Helena is one of the five units of the Stimson organization founded by J. V. Stimson of Huntingburg, Ind. The J. V. Stimson Hardwood Company operates two hand mill plants, the other being at Memphis. The directing genius of this organization is Ben Katterhenry, who hails from Huntingburg and has been identified with the Stimson interests for some time. Mr. Katterhenry has made an unusual record for economical and efficient manufacture, and is generally considered one of the ablest operators in the hardwood belt. He is an officer and part owner of this branch of the Stimson operations.

The J. V. Stimson Hardwood Company is operating on a splendid tract of its own timber and is cutting the usual line of Southern hardwoods. The company is noted for its foresight in anticipating markets and for the quality of its product. The result is that both the birch mills are kept on the pump. Mr. Katterhenry dividing his time between Helena and Memphis.

A. M. Richardson Lumber Co.
Chicago Mill & Lumber Co.
Theo. Fathauer Co.
Penrod, Jurden & McCowen

J. V. Stimson Hardwood Co.
Kurz-Downey Co.
Galloway-Pease Co.
Rex Hoop Co.

Howe Lumber Co.
Archer Lumber Co.
Van Briggles Veneer Co.

A—Manufacturer of Implement Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimension.

"USE OAK"

* Has Individual Display Ad on Page Designated.

Long-Bell Lumber Company
Band Saw Operators in Southern Hardwoods
Kansas City, Missouri

A, B, C—
15 years' sun-dried assured by 32,000 acres Virgin Sit.
Fraser's Beam Timber, largely oak
Fidelity Lumber Country,
Manufacturer, Kansas City, MISSOURI

The hardest oak lacks much of being as hard as *Quercus alba*; the strongest is weaker than the oak of the heart of a timber than many grove; but in average of good qualities it would be hard to find a wood superior to oak.

We have a fine stock of 4 1/2 No. 1 Gum Plain White oak, 4 1/2 No. 2 Quartered White oak.
GALLOWAY-PEASE COMPANY,
Manufacturer, Poplar Bluff, MISSOURI

The scarest of all the oaks of the United States are believed to be Hartman oak and the Price oak. All known specimens of these two trees could stand on a single acre and still leave considerable land unoccupied.

We carry a complete stock of plain and quartered Red and White oak in all specifications. Our facilities for prompt shipments are second to none.
BARKER-MATTHEWS LBR. CO.,
Manufacturer, Memphis, TENN.

Why do your children like oak best? For the same reason that you did—they know it is not easily scratched or marred. Think it over.

Special
1 car 6'x12" Qid. White Oak Seat Stock
1 car 6'x12" Qid. White Oak Seat Stock
1 car 6'x12" Qid. White Oak Seat Stock
ARKIA LBR. & MFG. CO.,
St. Louis, MISSOURI

A, B & C—
Triple Band of
The Meadow River Lumber Company
Rainelle, W. Va.
Manufacturer, Mill Creek, Hardwoods

There are eight evergreen oaks in the United States, more than half of which are confined to the region, west of the Rocky Mountains.

Several oaks in different parts of the United States are known locally as "rock oak," but that is not the proper name of any.

J. H. Bonner & Sons
Manufacturers, Band Saw Hardwood Lumber
Memphis, Tenn. Mill: Jonqui, Ark.

The pin oak is not so named because it is famous for pins or nails, but because its limbs and branches have little swell or enlargement at their bases, and look like pins drawn into the hole or into the larger limbs.

A, B & C—
Carr Lumber Company, Inc.
Blinners Hardwood
Pigrah Forest, N. C.
Manufacturer

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak.

100,000 ft. 1" to 2 1/2 Qid. White Oak
50,000 ft. 1" to 2 1/2 Qid. White Oak, 8" & wdr.
JOHN B. RANSON & CO.,
Manufacturer, Nashville, TENNESSEE

The "Onestoga wagons," famous a century ago, and sometimes called "prairie schooners," were made wholly of oak and iron, and were good for a quarter of a century of hard usage. They were made at Onestoga, Pa.

A, B & C—
Chas. F. Luehrmann Hardwood Lbr. Co.
Manufacturers and Wholesale Lumber Dealers
St. Louis, Missouri

Alton Lumber Company
Manufacturers
FOR GOVERNMENT USE—BEST QUALITY
BUCKHANNAN WHITE OAK West Virginia

Oak forests of fully matured trees, bearing perfect acorns, occur in Northern Oklahoma and Southern Kansas, and the tallest of the trees little exceed 150 feet in height.

Goodlander-Robertson Lumber Co.
Manufacturer of Hardwoods
Memphis, Tennessee

Watch the present market for oak—it's getting stronger every day. Time to stock up!

It would not make much difference so far as the song is concerned, but it would satisfy some people's curiosity if the matter could be settled whether the "Old Oakden Bucket" was made of white oak or of red oak.

We have for fall shipment large stock of 10 1/2 and 12 1/2 C. & Del. Oak; other thicknesses from 4 1/2 to 8 1/2 in all grades.

FARRIS HARDWOOD LUMBER CO.
Manufacturer, Nashville, TENNESSEE

The oldest piece of oak shaped by human hands is believed to be an oak canon discovered a few years ago buried in mud at the bottom of a river in England, and believed to be 5000 years old.

For 25 years we have made oak and still specialize in this, the best of American hardwoods. Our prices, grades and service are worth considering.

LOV B. ROYD & CO.,
Manufacturer, Nashville, TENNESSEE

No other wood of the United States is as suitable for center seating as white oak. Some of the red oaks measure fairly well up to white oak in that respect, but as a general proposition they fall considerably below it.

For anything in OAK write these representative firms

QUARTERED OAK OUR SPECIALTY
Memphis Band Mill Company
Manufacturer, Memphis, TENNESSEE

Practically all the oak cut in Europe, west of Russia and the Balkans, belongs to a single species, though the qualities of the wood from various regions differ greatly and bear different names.

It was once a favorite belief in folk lore that an oak tree grows during three hundred years and dies during the next two hundred.

Machine manufactured oak flooring is a modern invention, but hand-dressed oak has been used for floors in ancient times. Doubt is cast on the wisdom of Solomon because he did not use oak instead of cedar in his temple.

C. Crane & Co.
Hardwood Lumber
Band Mills at Cincinnati, O.

Botanists who are looked upon as authority in such matters, have agreed to change the book name of Northern red oak from *Quercus rubra* to *Quercus borealis*.

Manufacturers of Plain and Quartered Oak
Oak Timbers and Bridge Plank
SABINE TRAM COMPANY,
BEAUMONT, TEXAS

The largest oaks of the United States are found in California, where they are known as valley oak. Trunks may be from six to ten feet in diameter.

Nine stock of 7 1/2, 8 1/2 & 9 1/2 Plain Red and White oak on hand at Burdette, Ark. For prompt shipment.
THREE STATES LUMBER CO., TENNESSEE
Manufacturer, Memphis.

The golden oak which grows in California, is not so named because of the color of its wood, but on account of the yellow fuzz on the under side of its leaf.

W. W. Manufacturer Hardwood From Fine West Virginia Timber
WAIN LUMBER CORPORATION
Raywood, W. Va.

White oaks (upon their acorns in a single season, while those of red oaks hang on the trees and grow during two summers. They are usually quite small at the close of the first growing season.

Yellow Poplar Lumber Company
Coal Grove, Ohio
Manufacturer

Oak makes the heaviest of bridge timbers or the finest of period furniture. Is there any other wood so versatile?

The color of the artistic English wood known as brown oak is said to be due to incipient decay which has spread through the texture of the wood.

There are no new problems to overcome in curing or caring for Oak lumber. It has been too long used.

A & P—
If you want Sound, Soft Textured White & Red Oak, both in Plain and Quartered, write
DUBILMEER BROTHERS & CO.,
Manufacturers, Cincinnati, OHIO

Were all the Oak timber to be destroyed over night the effect on business in general would be chaotic.

The Bend Mill, Planing Mill and Dry Kiln of the
Williams Lumber Company
is located at
Fayetteville, Tennessee

Why has Oak always led in offerings at the furniture show? Ask anyone who sells furniture.

All lumber piled to same lengths and similarly loaded in
CLAY LUMBER COMPANY,
Manufacturer,
Middle Park, W. VA.

A & C—
Manufacturers of Hardwood Lumber; also Millwork, Finish Trim and oak Flooring
WEST VIRGINIA TIMBER CO., W. VA.
Charleston.

A— 150,000 ft. 4 1/2 No. 2 Gum Plain Oak
Sells in the Best of Grades & Lengths
BARR-HOLDAY LUMBER CO.,
Manufacturer, Greenfield, OHIO

Clothes don't make the man, nor does finish make the furniture—but it helps. See the latest.

We are cutting off 20,000 acres of the finest Oak in West Virginia. For the very best, try
AMERICAN COLUMN & LUMBER CO.,
Manufacturer, St. Albans, W. VA.

There is a species for every need—a grain and figure for every taste. Are you familiar with them all?

Babcock Lumber Company
Pittsburgh, Pa.
Annual Capacity 1,500,000 Feet
Manufacturer

Do you know of any other wood that please in so many ways and in so many garbs as does Oak?

Pardee & Curtin Lumber Company
Sales Office—Charlottesville, W. Va.
Band Mills—Curlin, Coal Sid-
ing and Hominy Falls, W. VA.

Good eating and good Oak go well together. They make an especially logical combination in these days of high prices.

Quartered White Oak, Plain Red and White Oak
C. L. RITTER LUMBER COMPANY,
BURKETT LUMBER COMPANY,
Manufacturers, Huntington, W. Va.

Kentucky Soft Textured White Oak, Red Oak and Poplar, High-class, sound, square edged White Oak Timbers, and
AMERICAN LBR. & MFG. CO., Pittsburgh, Manufacturer and Wholesaler PENNSYLVANIA

Oak was spoken of with affection in the Scriptures and will be held in esteem by our children's children generations hence.

—Manufacturer of Implement Stock.
—Manufacturer of Car Material.
—Manufacturer of Factory Dimensions.

"USE OAK"

*Has Individual Display Ad on Page Designated.

Oak lumber in commercial quantities is produced by forty states, and more than 1,500 mills cut it. The number of oak mills in North Carolina exceeds the number in any other state.

Did you ever rest your eyes on a soft toned Oak wainscoting? Try it and then tell your customers about it.

The Veneers and Hardwood Lumber
Wood-Mosaic Company, Inc.
New Albany, Ind
Manufacturer

Veneers and Hardwood Lumber
Hoffman Brothers Company
Manufacturer
Ft. Wayne, Ind.

Oak is just as ornamental today as it was useful five centuries ago—just as useful today as it was ornamental then.

Manufacturers of Hardwood Lumber and Flooring
The Mowbray & Robinson Company
Cincinnati, Ohio

Write for List and Prices
North Verman Lumber Company
Manufacturer
North Vernon, INDIANA

Everyone knows what OAK is, that is why it is so easy to sell Oak goods.

Oak will always be a market for all the good oak sawmills have any right to cut.

There are eight evergreen oaks in the United States, more than half of which are confined to the region west of the Rocky Mountains. Of course, their economic much value as a lumber.

Charles H. Barnaby
Manufacturers of Hand Sawn Hardwood Lumber and Veneers
Greencastle, Ind.

No one should fancy that the "peach nut" bears peaches. It was given that name because its leaves are shaped like those of a peach tree. It is likewise called willow oak because the foliage resembles that of willow.

See page 10
We have to offer at present, 1 car 4 1/2 P&S Quarter S&W oak, 1 car 4 1/2 No. 1 C. & Bt. Quarter Red oak.

SWAIN-ROACH LUMBER CO.
Manufacturer
Seymour, INDIANA

J. V. Stimson
Manufacturer and Wholesale Hardwood Lumber
Huntingburg, Indiana

The white oak tree still standing of tradition is believed to be Abraham's oak, near Jerusalem. If the patriarch, Abraham, ever camped in its shade, as the story goes, the event must have occurred 4,000 years ago.

No wood is more susceptible to the fuming process than oak, and both red and white oak are suitable for this process.

Miller Lumber Company
Manufacturer and Dealer in All Kinds of Hardwood Lumber
Marianna, Arkansas

The white oak is the best named of all the trees in our country. It is yellow and white, and it is the most useful in household work, and it is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market.

Tallahatchie Lumber Company
Manufacturers of Band Saws Hardwoods
Phillip, Mississippi

The first written of oak is a thousand years old. It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market.

It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market.

ARLINGTON LUMBER COMPANY
Manufacturers of Band Sawn Hardwood Lumber
Mills: Arlington, Ky., and Park, Kentucky
Pharr, Ark. Write: Arlington, Kentucky

It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market.

The Germans use some oak in their champagne, but it is too heavy and brittle to give much service in that place.

See page 10
We have to offer at present, 1 car 1 to 2 1/2 S&W BLISS-COOK OAK COMPANY,
Manufacturer
Blissville, ARKANSAS

The Greeks use oak in the South, especially in the case of an early period because its acorns were small and were easily eaten by animals.

See page 10
All stock graded up a quality—knocked down to fit
UTLEY-HOLLOWAY LUMBER COMPANY
Manufacturer
Covey Building
Chicago, ILLINOIS

W. P. Brown & Sons Lumber Co.
Band Mills manufacturing hardwoods
Louisville, Ky.

1 Saw 1 Steam Drive, Arkansas Hardwoods
Edgar Lumber Company
Weaver, Arkansas

Such artists of the Middle Ages chose a wood for high class carving, such as cathedral pulpits and altarpieces, they almost invariably selected oak.

Salt Lick Lumber Company
Hardwood Manufacturer
Salt Lick, Kentucky

See page 10
J. W. Wheeler & Co.
Manufacturers Hand Sawn Hardwood Lumber and Quartered Oak, Ash and Gum
Memphis, Tennessee

Manufacturers of litters for hives intended to contain absolutely rigid country or European bees. The wood of the latter permits less seepage than red oak.

The Lumber is Well Manufactured and Well Seasoned. Write us for prices in anything in hardwoods.
THE LEBER-BRENER LUMBER COMPANY
Alexandria, LOUISIANA

It is a matter of interest that very little of the oak reaching this country or Europe comes from Japan. Most of it is from the forests of continental Asia, some being cut as far north as Siberia, and other comes from the West Indies.

The value of oak caskets in the tracks of railroads has long been understood by engineers. They give the best service because the wood is hard and wears well and holds nails well and resists decay.

For anything in OAK write these representative firms

B & C
Manufacturers Hand Sawn Plain and Quartered Oak and other Hardwood Lumber
Sabine River Lumber & Logging Co., Inc.
San Antonio, Texas

5 cars 4 1/2 P&S & No. 1 C. & Bt. Quarter S&W oak, 1 car 4 1/2 P&S F&S & No. 1 C. & Bt. Quarter S&W oak, 1 car 4 1/2 P&S F&S & No. 1 C. & Bt. Quarter S&W oak.
WILLIAMSON-KENNY MILL & LUMBER CO.
Manufacturer, Mound City, ILLINOIS

The heavy oak is more abundant than the light oak in any other part of the United States, but it is not abundant anywhere. Few large trunks survive.

Special—1 car 4 1/2 P&S Plain White & Red Oak
LAMB-FISH LUMBER CO.
Manufacturer, Charleston, MISSISSIPPI

Paepeck Leicht Lumber Company
SOUTHERN HARDWOODS
General Offices, Conway Building, Chicago
Manufacturer

West Virginia leads all other States in the production of oak lumber, and the oak stands around on the West. The oak stands around on the West. The oak stands around on the West. The oak stands around on the West.

Beda Young Lumber Company
Manufacturers Band Sawn Hardwood Lumber
Sales Office: JACKSON, TENN.
GREENSBURG, IND.
Please let us have your inquiry.

We Manufacture Hardwood Lumber
C. & W. Kramer Company
Richmond, Indiana

The oak tree under which the Apostle preached his first sermon in Asia, still stands in Cozian and is an object of great interest to tourists. It is the common southern live oak.

We specialize in White and Red oak in Quartered form. We sell in quantities.
ALEXANDER BROTHERS,
Manufacturers, Helzou, MISSISSIPPI

Factories in the United States are approximately two billion feet of oak a year, which is about 65 per cent of the total annual production of this wood.

1 car 5/4 P&S Plain White & Red Oak
1 car 5/4 P&S F&S & No. 1 C. & Bt. Quarter S&W oak, 1 car 5/4 P&S F&S & No. 1 C. & Bt. Quarter S&W oak.
Umana Lumber Company, Ltd.
Manufacturer
Alexandria, LOUISIANA

The United States government began its policy more than a hundred years ago by purchasing tracts of the oak timber in the Southern States to guard against scarcity of material for ships.

Band Sawn, Equalized, Forced Leaf White Oak
Thin Oak and Ash Specialties
MANSFIELD HARDWOOD LUMBER CO.
Manufacturer
SHREVEPORT, LA.

It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market.

A nation presided that formerly ships were built of oak, that was never true. It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market. It is the most useful in the dye market.

The oak is one of the most valuable hardwoods of the South, and belongs to the white oak group. Its acorns are large, thin like a nut, and cattle like to eat them.

High Grade Lumber
Hyde Lumber Company
South Bend, Indiana
Band Mills: Arkansas City, Ark., Lake Providence, La.

Colfax Hardwood Lumber Co.
Manufacturers Band Sawn Southern Hardwoods
Colfax, Grant Parish Louisiana

The manufacturers of plows have long had a preference for oak for the handles. The wood is strong, is easy to bend in the curve form when steamed, and holds that form very after.

Carrier Lumber & Mfg. Co., Inc.
Sardis, Miss.
Kila Hills, Ark. Specialty
Manufacturer

The hardness of oaks vary as much as 50 per cent when they are compared among themselves, and there is also some difference in their strength when their strength is under consideration.

TRY KNOXVILLE TENNESSEE

You can logically do so because you must ultimately depend more and more on this region for your hardwoods.

No higher type of timber can grow than that abounding in eastern Tennessee. It is found on a soil and in an environment which put quality in the trees generations ago. It is our task merely to see that this quality is utilized to the utmost in making the boards you buy. The best of equipment and highly trained organizations working in one place for years at a stretch make that task easy.

Then too you can be sure of getting the best possible service—always.

Ask about it from any of the following:

The Vestal Lumber & Mfg. Co., Knoxville, Tenn., & Fonde, Ky.
The J. M. Logan Lumber Company, Knoxville, Tenn.

OAK, POPLAR, MAPLE

Walnut, Chestnut, Hickory, Cedar, Ash, Basswood, Beech



MEMPHIS TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION

Cannon Wheels

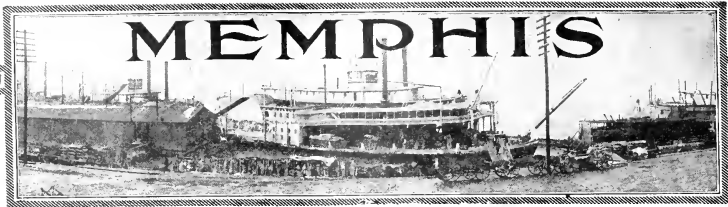
A thousand feet of oak makes a good load for a two-horse wagon on the ordinary country road. It weighs 3,500 pounds, more or less, depending upon the state of dryness and the kind of oak. There are many kinds of oak and all do not weigh alike, but take 3,500 pounds as a good average for the weight of seasoned oak lumber.

The government must now have 28,000,000 feet of oak for cannon wheels alone. The naming of the amount does not convey the full meaning of the transaction. A wagon and two horses loaded with lumber occupy at least twenty-five feet of the road. Load such a wagon with oak for cannon wheels and start it down the road; load another and send it along after the first, as near as they can travel together; and similarly start a third and a fourth, and keep it up until the whole 28,000,000 feet has been loaded on wagons and started down the pike.

About how long a train of wagons would be needed to haul the whole stock? The problem is not difficult so far as the arithmetic of it is concerned, but the answer is astonishing. The teams would make a continuous string, as close as they could travel one behind another, for 113 miles.

It may be taken for granted that the kaiser would open his eyes when he saw that string of 28,000 wagons coming down the pike and was told that they were loaded with dimension oak to be used in the manufacture of cannon wheels, and that there was plenty more where that came from and plenty of men and mules and mills to get it out of the woods and on the way across the sea where it would do the most good in making the world safe for democracy.

By the Editor



Regular Widths and Lengths
We have for sale:

100,000'	PLAIN OAK	QUARTERED RED OAK
120,000'	FAS. 4/4"	50,000' FAS. 4/4"
120,000'	No. 1 Com. 4/4"	60,000' No. 1 Com. 4/4"
100,000'	No. 2 Com. 4/4"	20,000' FAS. 8/4"
125,000'	FAS. 5/4"	150,000' Box Boards, 4/4", 8 to 12"
75,000'	No. 1 Com. 5/4"	75,000' FAS. 4/4"
20,000'	No. 2 Com. 5/4"	100,000' No. 1 Com. 4/4"
20,000'	FAS. 6/4"	100,000' Box Boards, 4/4", 12 to 15"
52,200'	Com. & Btr. 10/4"	75,000' Box Boards, 4/4", 8 to 12"
20,000'	No. 1 Com. 6/4"	50,000' FAS. 4/4"
162,800'	Com. & Btr. 12/4"	75,000' No. 1 Com. 4/4"
60,000'	No. 1 Com. 8/4"	40,000' No. 2 Com. 4/4"
	RED GUM	40,000' COTTONWOOD
75,000'	FAS. 4/4"	60,000' FAS. 4/4", 6 to 12"
200,000'	No. 1 Com. 4/4"	200,000' No. 1 Com. 4/4"
40,000'	No. 2 Com. 4/4"	100,000' No. 2 Com. 4/4"
30,000'	FAS. 5/4"	100,000' Box Boards, 4/4", 12 to 15"
30,000'	No. 1 Com. 5/4"	75,000' Box Boards, 4/4", 8 to 12"
100,000'	FAS. 6/4"	
100,000'	No. 1 Com. 6/4"	

Memphis Band Mill Co.

Regular Widths and Lengths	
17,000'	BEECH
20,000'	L. R. 8/4"
125,000'	COTTONWOOD
28,000'	FAS. 6/4"
125,000'	Panel, 4/4", 18" & up wide
CYPRESS	
50,000'	Selects, 4/4"
24,000'	Pecky, 8/4"
ELM	
50,000'	No. 1 C. & Btr., 6/4"
175,000'	L. R. 12/4"
RED GUM	
150,000'	No. 1 Com. 4/4"
60,000'	No. 1 Com. 5/4"
SAP GUM	
50,000'	FAS. 5/4"
50,000'	Panel, 4/4", 18" & up wide
QTD. RED GUM	
150,000'	FAS. 8/4"
105,000'	No. 1 C. & Btr., 4/4"
QTD. SAP GUM	
80,000'	No. 1 C. & Btr., 5/4"

ANDERSON-TULLY CO.

PLAIN RED OAK	
5,000'	12/4" FAS.
PLAIN RED AND WHITE OAK	
12,000'	12/4" Com. & Btr.
7,000'	12/4" Breeze Panel
PLAIN RED OAK	
18,000'	8/4" No. 1 Com.
11,000'	8/4" No. 1 Com.
PLAIN WHITE OAK	
3,000'	FAS.
3,000'	No. 1 C. & Btr.
BEECH	
4,000'	12/4" Log Run
4,000'	8/4" Log Run
1,000'	10/4" Log Run
PINE	
1,000'	12/4" Com. & Btr.
1,000'	12/4" Com. & Btr.
1,000'	7/4" Log Run
1,000'	12/4" No. 1 Com.
1,000'	12/4" No. 1 Com.

WELSH LUMBER COMPANY

COTTONWOOD	
100,000'	FAS. 4/4", 12" & up regu
	lengths, 4 nos. dry
150,000'	FAS. 6/4", regular widths &
	lengths, 4 nos. dry
100,000'	No. 1 Com. 4/4", 12" & up,
	regular lengths, 4 nos. dry
100,000'	No. 1 Com. 4/4", 12" regular
	widths and lengths, 4 nos. dry
100,000'	No. 1 & 2 Com. 5/4", 8"
	lengths, 4 nos. dry
15,000'	FAS. 5/4", regular widths &
	lengths, 4 nos. dry
30,000'	No. 2 Com. 4/4", regular
	widths & lengths, 4 nos. dry
GUM	
15,000'	Box, 4/4", 18 to 17", regu-
	lar lengths, 4 nos. dry
10,000'	FAS. Sap, 4/4", regular
	widths & lengths, 4 nos. dry
1,000'	FAS. Sap, 4/4", 12" & up,
	regular lengths, 4 nos. dry
1,000'	No. 1 C. & Btr. 4/4", regular
	widths & lengths, 4 nos. dry

THANE LUMBER CO.

SAP GUM	
25,000'	1/4" FAS.
5,000'	1/2" No. 1 Com.
20,000'	1/2" No. 1 Com.
127,000'	5/4" FAS.
117,000'	5/4" No. 1 Com.
100,000'	5/4" No. 2 Com.
SAP GUM	
50,000'	Box Boards, 4/4", 8 to 12"
75,000'	FAS. 4/4"
TUPELO GUM	
100,000'	No. 1 Com. 4/4"
75,000'	Box Boards, 4/4", 12 to 15"
75,000'	Box Boards, 4/4", 8 to 12"
50,000'	FAS. 4/4"
75,000'	No. 1 Com. 4/4"
40,000'	No. 2 Com. 4/4"
COTTONWOOD	
60,000'	FAS. 4/4", 6 to 12"
200,000'	No. 1 Com. 4/4"
100,000'	No. 2 Com. 4/4"
100,000'	Box Boards, 4/4", 12 to 15"
75,000'	Box Boards, 4/4", 8 to 12"

H. W. Darby Hardwood Lumber Co.

KILN DRIED COMMON OAK

For immediate orders we are prepared to quote attractive prices on 1" No. 1 Com. and No. 2 Com. Plain Oak.

Rates and full information furnished on inquiry

JAMES E. STARK & CO., Inc.

QUARTERED RED GUM	
Average Widths & Lengths & Dvs	
19,000'	4 1/2" FAS. 10 nos.
2,000'	1 1/2" No. 1 Com. 10 nos.
14,000'	FAS. 10 nos.
18,000'	5 1/2" No. 1 Com. 10 nos.
11,000'	5 1/2" FAS. 12 nos.
15,000'	5 1/2" No. 1 Com. 12 nos.
COTTONWOOD	
100,000'	1 1/2" FAS. 5 nos.
20,000'	1 1/2" No. 1 Com. 5 nos.
75,000'	4 1/2" No. 2 Com. 5 nos.
50,000'	1 1/2" No. 1 Com. 8 to 12"
70,000'	1 1/2" Box Boards, 13 to 17"
PLAIN RED GUM	
60,000'	1 1/2" FAS. 8 nos.
125,000'	1 1/2" No. 1 Com. 6 nos.
3,000'	5 1/2" FAS. 8 nos.
12,000'	5 1/2" No. 1 Com. 8 nos.

BROWN LAND & LUMBER CO.

Regular Widths and Lengths	
SAP GUM	
20,000'	6 1/2" FAS. 12 nos. dry
25,000'	6 1/2" No. 1 Com. 12 nos. dry
RED GUM	
2,000'	1 1/2" FAS. 6 nos. dry
100,000'	1 1/2" No. 1 Com. 6 nos. dry
2,000'	6 1/2" FAS. 12 nos. dry
2,000'	6 1/2" No. 1 Com. 12 nos. dry
QUARTERED WHITE OAK	
3,000'	5/4" No. 1 Com. & Btr., 12 nos. dry
30,000'	6/4" No. 2 Com. & Btr., 4 nos. dry
7,000'	6 1/2" No. 1 Com. & Btr., 12 nos. dry
10,000'	8 1/2" No. 1 Com. & Btr., 12 nos. dry
10,000'	8 1/2" No. 1 Com. & Btr., 12 nos. dry

GEO. C. EHEMANN & CO.



MEMPHIS

SAP GUM
 150,000* 1s & 2s 5/4"
 200,000* No. 1 Com 5/4"
 150,000* No. 1 Com & B 3/4"

RED GUM
 100,000* 1s & 2s 5/4"
 100,000* No. 1 Com 5/4"
 50,000* 1s & 2s 8/4"
 50,000* No. 1 Com 8/4"

WILLOW
 100,000* 1s & 2s 4/4"
 50,000* No. 1 Com 5/4"

ASH
 100,000* No. 1 Com 4/4"
 15,000* 1s & 2s, 2 1/2" & up
 30,000* 1s & 2s, 2 1/2" & up
 30,000* 1s & 2s 2 1/4"

Dry

35,000* No. 2 Com 5/4"
PLAIN RED OAK
 50,000* No. 1 Com 5/4"

PLAIN OAK
 40,000* No. 1 C & B 16/4", green

COTTONWOOD
 200,000* No. 1 Com 5/4"
 100,000* 1s & 2s 5/4"
 100,000* No. 1 Com 4/4"
 30,000* Box B's, 1 1/2" to 1 3/4"

CYPRESS
 100,000* 1s & 2s 1 1/4"
 100,000* No. 1 Shop 5/4"
 35,000* No. 1 Shop 4/4"
 30,000* Select 5/4"
 50,000* Select 4/4"

QUARTERED WHITE OAK
 40,000* 1 1/2" FAS
 70,000* 1 1/2" No. 1 Com
 100,000* 3/4" No. 1 Com
 150,000* 1/4" No. 2 Com

PLAIN WHITE OAK
 250,000* 1 1/2" No. 1 Com
 150,000* 1 1/2" No. 1 Com
 400,000* 1 1/2" No. 2 Com
 20,000* 4/4" No. 2 Com

PLAIN RED OAK
 120,000* 3/4" FAS
 200,000* 1 1/2" FAS
 120,000* 5/4" FAS
 100,000* 4/4" FAS

150,000* 4/4" Selects
 100,000* 4/4" No. 1 Com
 40,000* 2 1/2" No. 1 Com
 300,000* 4/4" No. 1 Com

QUARTERED RED GUM
 100,000* 4/4" No. 1 Com
 100,000* 1 1/2" FAS
 100,000* 1 1/2" FAS
 100,000* 5/8" FAS
 100,000* 3/4" Box Boards, 13" to 17"
 150,000* 4/4" No. 2 Com
 200,000* 4/4" No. 2 Com
 150,000* 4/4" CYPRESS

E. SONDEHEIMER CO.

The following stock is dry and ready for immediate shipment:

1 1/2" & up Clear Stems 70 M ft
 1 1/2" & 7" FAS 11 M ft
 1 1/2" & up FAS 3 M ft
PLAIN WHITE OAK
 1 1/2" FAS 90 M ft
 1 1/2" No. 1 Com 12 M ft
 1 1/2" No. 2 Com 40 M ft
 2 1/2" FAS 20 M ft
 3 1/2" No. 1 Com 10 M ft
 3 1/2" No. 2 Com 20 M ft
 4 1/2" No. 1 Com 10 M ft
 5 1/2" No. 1 Com 10 M ft

PLAIN OAK MIXED
 1 1/2" No. 1 Com & B 100 M ft
 1 1/2" Sound Wood 30 M ft
 1 1/2" No. 1 Com 20 M ft

QUARTERED RED GUM
 1 1/2" FAS 30 M ft
 1 1/2" No. 1 Com 40 M ft

BROWN & HACKNEY, Inc.

SAP GUM
 150,000* 1" Nos. 2 & 3 Com
 100,000* 1 1/2" No. 1 Com & Btr
 100,000* 1 1/2" No. 1 Com

PLAIN RED GUM
 100,000* No. 1 Com
 100,000* 1 1/2" Com & Btr
 150,000* 1 1/2" Com & Btr
 100,000* 2" Com & Btr

QUARTERED RED GUM
 50,000* 1 1/2" FAS
 100,000* 1 1/2" FAS
 100,000* 1 1/2" No. 1 Com
 100,000* 1 1/2" Com & Btr
 100,000* 2 1/2" Com & Btr
 150,000* 3" Com & Btr

PLAIN RED GUM
 100,000* No. 1 Com
 100,000* 1 1/2" Com & Btr
 100,000* 2 1/2" Com & Btr
 150,000* 3" Com & Btr

Figured Stock, All Through
QUARTERED RED GUM
 100,000* 1 1/2" FAS
 100,000* 1 1/2" No. 1 Com
 100,000* 1 1/2" Com & Btr
 100,000* 2 1/2" Com & Btr

GEO. C. BROWN & CO.

Regular Widths and Lengths

COTTONWOOD
 50,000* 1" FAS
 15,000* 1 1/2" Box Board 9 to 12
 100,000* 3" No. 1 Com
 15,000* 1 1/2" No. 2 Com

PLAIN RED OAK
 15,000* 1 1/2" FAS
 10,000* 2" FAS
 10,000* 2 1/2" FAS
 10,000* 3" FAS
 10,000* 1 1/2" No. 1 Com
 10,000* 1 1/2" No. 1 Com
 10,000* 1 1/2" No. 1 Com
 10,000* 1 1/2" No. 2 Com
 10,000* 1 1/2" No. 2 Com
 10,000* 2" No. 2 Com
 10,000* 2 1/2" No. 2 Com

PLAIN WHITE OAK
 15,000* 1 1/2" No. 1 Com
 13,000* 1 1/2" No. 2 Com

PLAIN RED GUM
 20,000* 1" FAS
 45,000* 1" No. 1 Com

SAP GUM
 80,000* 1" FAS
 15,000* 1" Box Boards, 13 to 17
 25,000* 1" Box Boards, 9 to 12
 45,000* 1 1/2" Box Sawn Log Run
 54,000* 3" Rift Sawn Log Run

BLACK GUM
 12,000* 1" FAS

Goodlander-Robertson Lumber Co.

Russe & Burgess, Inc.

QUARTERED RED GUM
 15,000* 1 1/2" FAS
 150,000* 1 1/2" No. 1 Com
 200,000* 5/4" FAS
 200,000* 3/4" No. 1 Com
 10,000* 6/4" FAS
 10,000* 1 1/2" No. 1 Com
 10,000* 8" 12" FAS
 10,000* 10" 12" FAS
 10,000* 10" 12" No. 1 Com

PLAIN RED GUM
 12,000* 1 1/2" FAS
 100,000* 1 1/2" No. 1 Com
 100,000* 5/4" FAS

85,000* 5 1/2" No. 1 Com
 15,000* 6/4" FAS
 100,000* 6/4" No. 1 Com
 10,000* 8" 12" No. 1 Com

SAP GUM
 120,000* 1 1/2" FAS
 250,000* 5/4" FAS
 50,000* 6/4" FAS
 150,000* 3/4" No. 1 Com
 150,000* 3/4" No. 2 Com
 150,000* 3/4" No. 2 Com
 100,000* 3/4" Box Boards, 13 to 17"
 50,000* 3/4" Box Boards, 9 to 12"
 100,000* 4 1/2" FAS, 12" & up
 15,000* 5 1/2" FAS, 13" & up
 10,000* 6 1/2" No. 2 Com

BELLGRADE LUMBER CO.

SAP GUM
 5 cars 1 1/2" FAS
 2 cars 2 1/2" FAS
 2 cars 6 1/2" FAS
 7 cars 4 1/2" 12 to 17" Box Boards

RED GUM
 5 cars 12 1/2" FAS
 2 cars 5 1/2" FAS
 2 cars 6 1/2" FAS
 5 cars 1 1/2" No. 1 Com
 1 car 5 1/4" No. 1 Com
 3 cars 3 1/4" No. 1 Com

QUARTERED SAP GUM
 4 cars 5 1/4" No. 1 Com & Btr
 2 cars 10 1/2" No. 1 Com & Btr
 2 cars 12 1/2" No. 1 Com & Btr

PLAIN RED OAK
 5 cars 4 1/2" FAS
 1 car 6 1/2" FAS
 3 cars 4 1/2" No. 1 Com
 2 cars 5 1/4" No. 1 Com
 4 cars 4 1/2" No. 2 Com
 1 car 5 1/4" No. 2 Com

PLAIN WHITE OAK
 10 cars 4 1/2" No. 1 Com & Btr
 3 cars 5 1/4" No. 1 Com & Btr
 2 cars 6 1/2" No. 1 Com & Btr
 2 cars 4 1/2" No. 2 Com
 1 car 6 1/2" No. 2 Com
 10 cars 6 1/2" No. 2 Com

ELM
 4 cars 5 1/4" Log Run
 2 cars 6 1/2" Log Run
 2 cars 8 1/2" Log Run
 2 cars 10 1/2" Log Run
 4 cars 12 1/4" Log Run

J. H. BONNER & SONS

Regular lengths and widths

SAP GUM
 50,000* 1 1/2" FAS
 100,000* 1 1/2" FAS
 50,000* 6 1/2" FAS
 100,000* 1 1/2" Box Board 13" 17"
 50,000* 1 1/2" Box Board 9" 12"

RED GUM
 100,000* 1 1/2" FAS

50,000* 5 1/2" FAS
 50,000* 1 1/2" No. 1 Com
 50,000* 1 1/2" No. 1 Com
 5,000* 6 1/2" No. 1 Com

QUARTERED RED GUM
 50,000* 1 1/2" Com & Btr
 50,000* 1 1/2" Com & Btr

Chenshaw-Gary Lumber Co.

Believe Me—They're "The Finest on Earth"

Do You Know That **Atkins Silver Steel Saws** are favorites with Uncle Sam's Armies and Industrial Workers? Yes sir, they help deliver the Big Punch. (They are used behind the lines. Come here, assisting our Armies to Smash the Hun. Out there, you will find them in the forests and mills where they are cutting timber and making lumber. "Go on!")

War times prove that it's Always Ahead

Do you use Atkins Saws? If not, get a free catalog.

E. C. Atkins & Company, Inc.

The American Saw and Planing Co. Works, Chicago and Factory, Indianapolis, Ind. The Machine Edge Factory, Lancaster, N. Y. Branches in all large cities and sawmills and lumber camps. Headquarters: New York City, Park, France. Offices: Washington, D. C., Vancouver, B. C., St. Paul, Minn., and Boston, N. S. W.

Double Band Mill For Sale Including:

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- Loaders
- Trimmer
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- Resaws
- Sprockets and Chain
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Clothes Pin Mill
- Filing Room Equipment

The **STEARNS**
SALT & LUMBER CO.
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COMMERCIAL KILN DRYING

Modern Kilns

We do a large amount of this work and are in a position to quote prices that will be satisfactory.

Wire or write us, or better still, send along your shipments of lumber for kiln drying and they will be taken care of.

WILLIAM HORNER
REED CITY, MICHIGAN

WM. WHITMER & SONS INCORPORATED

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salers of All Kinds of

"If Anybody Can,
We Can"

HARDWOODS

West Virginia Spruce and Hemlock
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NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

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Jacksonville, N. C.		Wildell, W. Va.
Hertford, N. C.		Mill Creek, W. Va.

Willson Bros. Lumber Co. MANUFACTURERS

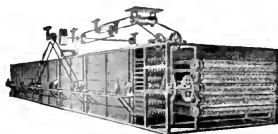
MAIN OFFICE: PITTSBURGH, PA.

Proctor DRYERS for VENEER

No checks or
splits. Enor-
mous output.
Low labor cost.

The Philadelphia
Textile
Machinery Co.

Philadelphia



Salt Lick Lumber Co. SALT LICK KENTUCKY

MANUFACTURERS OF

Eureka WHITE AND RED Oak Flooring

Complete stock of 3/8" and 13/16" in all
standard widths

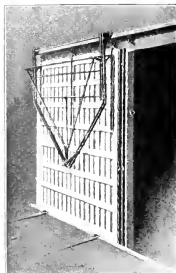
Indiana White Oak

Logs like these are typical of what our mill cuts—they can't make poor lumber.

If you have any trouble in getting Indiana quality, try

Headquarters for Hoosier Hardwoods

HOFFMAN BROS. COMPANY
 FORT WAYNE, INDIANA
 ESTABLISHED 1867
 INCORPORATED 1904



DRY KILN DOOR CARRIER CO.

Save

HEAT TROUBLE TIME MONEY

By Using the

DOOR CARRIER SYSTEM

THOUSANDS ARE IN USE
 THEY OPERATE PERFECTLY
 ON doors of any size, on
 OLD OR NEW KILNS.

INDIANAPOLIS, INDIANA

Fire-proof Construction Carrier Engaging Door, Ready for Lifting

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Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience

IN WALNUT ONLY

Prompt Shipment, and
 Guaranteed Inspection

FRANK PURCELL

515 Dwight Building, KANSAS CITY, MO.

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Don't have to make claims on our shipments. We keep the doubtful boards.

SATISFY YOURSELF

Your inspector, your shop foreman, with the uniformly high grades of our perfectly manufactured stock.

Oak, Gum, Ash, Elm, Cottonwood, Hickory
 EVERYTHING IN SOUTHERN HARDWOODS

Tell us to quote you. Then wire us to ship.

Beaumont Lumber Co.

BEAUMONT, TEXAS



Hardwood Record

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Published in the Interest of the American Hardwood Forests, the Products thereof, and Logging, Saw Mill and Woodworking Machinery, on the 10th and 25th of each Month, by

THE HARDWOOD COMPANY

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Review and Outlook



General Market Conditions

AN OBSERVABLE SLEIGHNESS has partially developed the hardwood market in recent weeks. The fact it is noticeable to a degree rather surprising considering the influence toward strength that are growing more pronounced with each passing month. The circumstances would not be worthy of special comment were it merely a matter of mid-summer slow down in orders. But it appears that there has been enough price slaying to have caused general comment. It is, fortunately for hardwoods, true that the weak sisters are in the minority and the trade at large is still sufficiently confident of the future that retrenchment in prices snags more of a strategic retreat of some who lack the strength to sit tight, than a general trade inclination.

There is a clear reason why some offerings are made at prices moving in the opposite direction to producing costs. In the first place there is as usual a percentage of people who cannot stand the financial strain of holding lumber for price on an easing market. It is this class who are doing the cutting today. They are inspired by the undeniable falling off in orders and the fear of piling up money in stock that will not move. In the ranks of the price cutters one will find those who are still uninformed as to their true cost of production.

The extent of orders placed and shipped prior to July 1 is more plainly recognizable than while the movement was still going on. Trade canvasses show that buying to cover on old freight rates was quite general, and as at that particular time there was a liberal supply of freight cars, most of this stuff was placed en route and is now pretty well stored on final foundations at the factory and in the yard.

Another fact which has not been so widely spoken of concerns the purchases by the larger industrial users of lumber who are farsighted enough to see the growing production troubles and doubtful shipping facilities. Taking these things into account, many of the large industrial plants have been quietly filling up their foundations with lumber and are now pretty well provided for. When to this is added the uncertain status of the non-war wood-using industries and the effect which is always felt at this season of the year, there is no room for wonder that new business has fallen off. But the big consideration now before the hardwood trade is not one of big orders, as the present day production of hardwoods will be very easily taken care of by developing demands. The question is one rather of analyzing the situation fully and satisfying one's self that to lower market prices will be not only disastrous but distinctly out of line with what the situation truly justifies. The hardwood business is now practically on a war footing as far as consuming demand is concerned, there being very few mills

operating at anything but their quota of production which ultimately goes into some form of construction having to do with the war. And yet there is still a very large volume of hardwood lumber moving out on commercial orders.

The conclusion of the July furniture shows left the furniture manufacturers on a fairly satisfactory frame of mind as far as orders are concerned, the chief cause for worry being the attitude of Washington toward manufacture and shipment of such lines. Were the furniture trade assured of being permitted to go ahead as usual and taking its regular chances of getting labor, the outlook for hardwood consumption in this field would be rather good. The chief cause for concern though now has to do with necessary labor. With the new government regulations governing the labor market, the outlook is not encouraging. With the reported shortage, uncovered by government canvass of unskilled labor, of 500,000 on August 1, and with many returns still to come in, it is apparent that the non-war industries will be left to shift pretty much for themselves in the matter of help. The government is already having its plans to draft labor from non-war fields to make up the deficit at war production plants, and it is very doubtful if many non-war industries will be able to retain sufficient unskilled help to maintain even a reasonable production.

There is arising, moreover, the spectre of fuel shortage and the probabilities that the government will be much better organized to arbitrarily regulate the distribution of fuel in the directions where it will be of the greatest benefit in the prosecution of the war. The most serious reason for concern though comes from consideration of reduced capacity for other than war work. The total value of all manufactured products in America has reached an annual sum of about \$21,000,000,000. With the government planning an expenditure of a like amount on war work, there seems little room for doubt that non-war work must be set aside to a considerable extent. A clear field must be given to war production as it can be expected that the bulk of this expenditure will be for manufactured materials. Of course, the manufacturing capacity of the country is being radically increased so far as it appears on the surface, but the truth of the matter probably is that a good deal of this added capacity is in specialized industries and there is a consequent accumulation of idle capacity in other industries which are not strictly adapted to the production of war commodities. At any rate, the labor supply will probably be the governing factor here and that is truly strained to the breaking point.

Thus with the government planning to spend on manufacturing materials practically as much as the entire worth of the country's manufactured products, it stands to reason that practically all of the manufacturing capacity must go into war work. It is a reasonable expectation that, despite a year there is not a definite and unmistakable

tainty of work (factory, this country will be on about the same basis, as far as its relative percentage of non-essential production is concerned, as are the allied countries.

The point of immediate concern is what all this is going to mean to the hardwood trade. In the first place wood is so interwoven with war production that there is hardly a line which does not demand its share of lumber for development or manufacturing purposes. The expectation of short supplies that has frequently been referred to in this column is not a myth but a reality. Were mill yards fully stocked up, manufacturers might face the most serious labor shortage in history with equanimity. As it is they approach a period of greatly reduced output with comparatively little lumber on hand unsold. The most striking, concrete figures on this score are seen in the report of the northern wholesale association's meeting elsewhere in this issue. Already reduced manufacturing capacity leads lumbermen to make special provisions for handling government stocks and as this works out as a more and more general policy, the proportion of non-war stock is going to be less and less.

It is a certainty that labor supply is going to hold down output and with the rapid spreading out of the roots of lumber shipments to tap the sources of war production, there is rapidly rounding out a chain of circumstances that show convincing signs of the future. The future problem will be one of taking care of production that must come through, and not one of battling to keep up prices which are supported by such strong economic foundations that collapse during the present era is an impossibility.

In the meantime there is a lot of lumber on mill yards that is going to be even better property in future months than it is today as it will be reproduced with difficulty. Letting this lumber go at less than a fair market price is the height of folly.

What the Associations Are Doing

AT A RECENT MEETING of hardwood men there arose a little criticism of the association offices which because of certain circumstances had not been able to get out reports of stocks quite so promptly as was desired. One member cited the complaint of another who was absent from a previous meeting. He said that had he received the stock report for the previous month a few days earlier he would have been able to get two dollars more per thousand for his lumber. His sponsor was immediately reminded that had the absentee attended the previous meeting he would have had the information firsthand and so would have known in ample time what the true situation was. This is just one direction in which associations are working for the immediate and concrete benefit of members.

At no time in the history of the lumber business has there been more uncertainty as to markets than at present. Therefore, the work of compiling reports of stocks on hand and getting market prices is of quite exceptional importance, but so rapid are the changes in markets that the information is necessarily of most benefit while it is perfectly fresh. The moral is that an association member who does not keep personally in touch, through every service offered by his association, with conditions in the markets for his woods is demonstrating that he is marching a league or two behind the procession.

The reminiscences of a prominent manufacturer who has developed a huge business centered in Chicago, offer even more convincing proof of what the association idea has done. This lumberman was comparing former methods of merchandising lumber in Chicago with methods now prevailing, citing cases of such items as thirty-foot Norway pine piece stock which sold in cargo lots in Chicago at as low as six dollars per thousand feet. These holdup prices were the direct result of lack of organization of the shippers of the lumber. They were pitted as individuals against keen-witted, organized buyers in the Chicago market, who took every advantage of the shippers' helplessness.

The evolution has come about not through changes in the individual way of doing business, but through organization of the shippers who acting as bodies have been able to distribute their product in a manner that makes it impossible for buyers to prey upon them as in the olden days.

The modern association is not intended to exercise an autocratic control of the market for its products, but rather to advance the manu-

facturing and merchandising methods and the business practices of its members. In so doing, the association acts beneficially to those who buy the products as well as to those within its membership. In other words, all industry is advanced by the establishment of an ever closer touch between its component parts, a touch which brings forward the best and eliminates the least desirable and the least progressive ideas. Necessarily, everyone must benefit when the best methods prevail and the obsolete methods are reduced to the minimum. The greatest good can come though when the maximum percentage of eligible membership is secured in each association which is working toward a definite goal. The non-member today is showing himself unprogressive and out of touch with the current idea, and is not only standing in his own light, but constituting one more obstruction to the rapid advancement of American industry.

Association men should not spare any pressure that may tend to bring a non-member into the fold of his proper association.

The Yellow Deluge

EARLY IN THE WAR the kaiser in conversation with his American dentist expressed the fear that the United States would gather in all the gold in the world. We shall never get it all, but we are drawing in enormous quantities of the yellow metal. It has become a veritable deluge. The vaults of the treasury contain gold to the amount of \$2,500,000,000. That is nearly half of all the gold money in the world, and is approximately one billion dollars more than any other nation ever had in its treasury at one time. Just before the war, Germany was next to us in gold resources, and it was some hundreds of millions below us at that time. Now we have five times as much gold as Germany. That country's precious metal supply has declined half a billion dollars, ours has increased a whole billion.

These figures include only what our government holds; not that held by private individuals. But Germany's supply is all in the hands of the government, even down to gold jewelry and trinkets. The kaiser compelled his people to hand over all their gold. Our government has never asked its people for any. The gold flowed to the treasury in the ordinary course of business, and now we control the world's supply more nearly than any other nation ever controlled it.

What will be the result? We have drawn that money from everywhere in exchange for what we have sold. We have sold more than we have bought and the balances have been paid to us in gold, and in that way we have accumulated the supply. But things cannot remain that way always. Foreign countries can get gold from us only when they sell us more than we buy from them, and we pay the balance in precious metal. Will that time come, and when? What country will be in a position, for many years to come, to sell us more than we sell it?

As a cold, business proposition, the world's gold should circulate; it ought to flow from country to country; it should not be locked up in this country or in any other, any more than a bank's cash should remain in the vault. The problem is, how the golden flood which the war turned toward us can be changed to flow back and bring us things of value in exchange. When this war ends, international business will attain dimensions never before known, and the United States ought to be leader, director, and greatest beneficiary. Our store of gold should be put to work in our behalf and buy advantages for us in the trade of the world. Many people know what ought to be done, but those who understand just how to do it best are relatively few; but let it be hoped that those who undertake to put our gold surplus to work will be guided by wisdom, for they will be in need of guidance.

When wood is thoroughly dry, the heat value of different species is supposed to be in proportion to their weights. The heavier the wood, the greater the quantity of heat it will furnish while burning.

It was once thought that 15,000 feet of lumber was a handsome cordload; but now the load may go to three times that, and possibly four times.



GEO. S. HARDER



W. H. HUTTS



SAM E. CARR



EDW. HINES



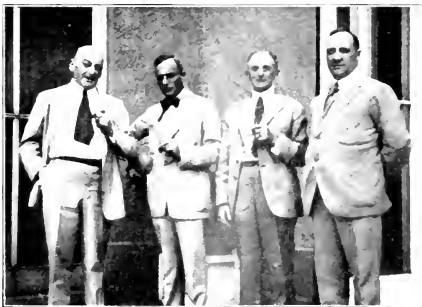
Hines Host to Northerners



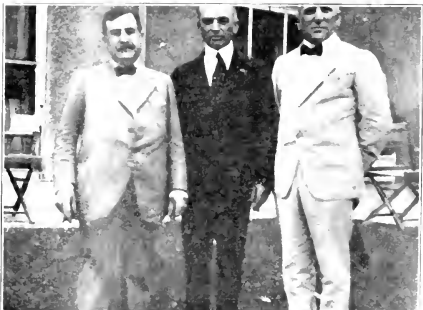
A certain large and well-known lumber publication of Chicago contains a report of this meeting which leads with the statement that "the cooling zephyrs of old Lake Michigan aided the gathering." It may be that the sphere of influence of that publication is so extended that it has a monopoly on the comforts afforded by nature. At least a representative of Hawthorn Wood would prefer expressing his idea of the meeting by saying that in spite of an unbearable humidity and temperature, Mr. Hines' entertainment was 100 per cent successful and enjoyed by everyone fortunate enough to be there. The session started early and finished late, and was chock full of good stuff from beginning to end.

The visitors started at the Congress hotel, where they were parceled out in waiting automobiles which Mr. Hines had provided, and were driven out to the luxurious club house on the south shore. No time

was wasted on reaching the club house in getting down to business, the opening occasion being a short talk by Mr. Hines in his capacity as host. His remarks centered around the comparison between the present day lumber marketing and lumber sales as they were conducted in the old days in the Chicago market. Then almost the entire northern product came in by boat, which lined up at the river docks and awaited buyers, who took over the cargoes practically at their own figures. Sales were made through auction by commission men, the transactions and prices being very similar to the present methods of handling produce by wholesalers in the famous South Water street section. Then it was a question of the buyer pitting his wits against the sawmill man on the question of prices, and, as might be expected, the buyer usually came out ahead. Mr. Hines instanced cases of almost unbelievably low values, saying he had seen Norway pine thirty



LEFT TO RIGHT: FRANK P. FLYNN, ROY H. JONES, C. T. KERRY, HARRY LOWMY



AT LEFT: E. L. BARTH, AT RIGHT: C. A. GOODMAN

to bring up \$500,000 to \$4,000 a thousand, and the cream of white pine sold on Oregon sometimes as low as \$9.00 and \$9.50 a thousand. The association had organized effort is what has brought the lumber manufacturer to his present advanced state of merchandising wherein he is able to give something to say on questions affecting his manufacturing and his markets. Mr. Hines made the assertion that in his opinion every five-cent investment in association work brings back a three-cent return of one dollar. The talk, which was optimistic throughout, closed with a warning that manufacturers must keep abreast in their prices with advancing operating costs.

President Harder spoke of the need for getting in all possible new members and asked present members to use their best efforts to secure the applications of firms eligible but not yet in the association. The association now has a membership of eighty-three.

The president then referred to the recent conference of building trades held at Atlantic City to discuss war questions. It was agreed that the National Lumber Manufacturers' Association could and should act for regional associations on the question of membership in this new body and the duties it involves.

Sam E. Barr, the well-known eastern lumberman, who is now a lumber exporting expert helping out the government at Washington, presented some astonishing figures covering future government needs for lumber. On July 22, 23 and 24 the government placed orders for a total of 135 million feet of lumber, each of two of the large cantonments taking 55 million feet. The production division for the war department, according to Mr. Barr, is handling an average of one thousand cars a week, many weeks showing a total of 1100 or 1200 cars. The total lumber shipped on government work between June 1, 1917, and June 1, 1918, was 70 thousand cars, according to the speaker, who made the further prediction that from two to three million feet would be purchased before fall. He predicted tremendous government demand for hemlock and hardwoods as well. The purpose was expressed by manufacturers present to get out more long lengths of logs in order to better take care of government needs.

Charles A. Goodman, president of the National Hardwood Lumber Association, was the next speaker. He told of ways in which the two associations could be of mutual benefit. Ninety five per cent of all hardwood lumber, according to the speaker, sold under inspection rules is now sold under National inspection. He told further how the National association had co-operated with the government in every possible way and had gone so far as to loan to the government its own inspectors.

The question of prohibition for the state of Wisconsin occupied a considerable part of the time, the principal feature being the possibility of putting Wisconsin on the list of dry states. J. T. Phillips has been serving as a committee of one to raise a fund of \$10,000 among the association members as a contribution for the funds of the anti-union league of Wisconsin. The total reached is now only \$1750, which shortage is a result of lack of insight among the members as to the exact purpose of the appropriation. Various members gave strong evidence of the beneficial effect of the "anti-booze" legislation, which has been demonstrated to them through practical results of local option. It seemed the consensus of opinion was that Wisconsin should go dry. The matter was brought to a head by motion of Mr. Hines that the committee be increased to five members, that the association pledge itself to raise \$10,000, and also that the anti-union league show the manufacturers just how this sum will be spent.

An appropriation of \$5000 was made for the welfare fund of the 10th and 20th engineers regiments now in France. The association members will be assessed an additional one cent per thousand feet to take care of this added cost. The dues of the National Lumber Manufacturers' Association were also raised to 1½¢ per thousand feet on shipments. On motion Secretary Swan was instructed to send a telegram to the West Coast Lumber Manufacturers' Association in session at Mt. Rainier, Wash., telling of this action of the Northern Hemlock and Hardwood Manufacturers' Association.

The luncheon order came at this time, Mr. Hines having arranged for an exceedingly enjoyable affair in the main dining room of the club house. The afternoon session which began about two hours later

was executive, given over to various committees and bureaus and general but important association work. Secretary Frank F. Fish of the National Hardwood Lumber Association was a prominent speaker at this session.

The meeting adjourned about 5:30, when taxicabs awaited to take everyone back downtown.

Plans Export Booking Department

The Southern Hardwood Traffic Association has already begun "laying the foundation for future export and coast wise shipments of hardwood lumber and forest products" against the time when more shipping space will be available for them.

J. H. Townshend, secretary-manager, who has made a thorough study of this subject in all of its phases, has submitted recommendations to the board of governors in favor of establishment of a booking department through which all export and coast wise shipments of hardwood, lumber and forest products of members of the association will be handled and through which shipping space will be arranged and charters obtained.

James E. Stark, president of the association, has been authorized to name a committee of three to make an investigation of the feasibility and desirability of the plans outlined by Mr. Townshend and recommended by him. This committee will be named at an early date and it is confidently expected by members of the board and by officials of the association that the booking department will be established by the time there are sufficient facilities available for large handling of hardwood forest products along the Atlantic, Pacific and gulf coasts and overseas.

President Stark, more than a year and a half ago, recommended the creation of a booking department and Mr. Townshend, in his recommendations, calls attention to the fact that, owing to the rapid rate at which ships are being produced, there is a possibility of decided increase in the amount of shipping space available and that the plans outlined by Mr. Stark should not be longer delayed.

The department will perform the functions already suggested with respect to booking shipments of lumber for export and coast wise handling and with respect to securing space and arranging charters. But it will do a great deal more than that, according to the recommendations made by Mr. Townshend. It will obtain reports from all its members interested in the handling of lumber for coast wise or export shipment as to the volume of lumber they have to offer and as to the date at which this will be ready for shipment. This will put the department on an intelligent basis in its operations. A committee of five will be named, if the recommendations are adopted, that will act in an advisory capacity to the general manager. Agents will be selected for the various ports "to keep the main office of the association advised in connection with everything pertaining to ocean rates, marine insurance, war risks, counsel arrangements, collections, forwarding, through bills of lading and, in fact, to perform all file functions that have heretofore been handled by forwarding agents."

Mr. Townshend says that, in view of the fact that the association now has 250 hardwood operators, it will, if this plan is adopted, control 90 per cent of the hardwood and coeprage material that is exported. He adds: "We have also discussed this subject with a number of our members who are cutting pine and are confident that they will be glad to pool their interests on pine shipments," a course that will increase the volume of business and that will enable the association, in his opinion, to secure more advantageous ocean rates.

In conclusion he declares the belief that an export department "would prove the best investment the association has ever made," because "what has been accomplished in getting cars through the congested embargoed districts on railroads can be accomplished by this association, through the co-operation of all of its members, in the export field."

Those members using the booking department will, according to Mr. Townshend's plans, pay so much per car, the basis to be determined after careful investigation.

Occurrences at Washington Interesting to Lumbermen

Government hardwood needs show no sign of declining. On the contrary, the demands of the several government departments for hardwood material for gun stocks, airplanes, vehicles, boats and many other purposes give indications of increases.

E. E. Johnston, from British Honduras, reports that 10,000,000 feet of mahogany will be shipped from there to the United States for the British government during this year for airplanes.

Contracts for a supply of walnut lumber for gunstocks for the remainder of the year have been let recently after ordinance officers talked with the following: J. N. Penrod, Penrod Walnut & Veneer Company; V. L. Clark, Des Moines Sawmill Company; Ray E. Pickler, Pickler Walnut Company; W. W. Knight, Long-Knight Lumber Company; O. A. Myers, Chillicothe Gunstock Manufacturing Company; W. L. Fletcher, Illinois Walnut Company; Frank Purcell, Kansas City; L. C. Moschel, Langton Lumber Company; George W. Hartzell, Piqua, O.; H. E. Daugherty and J. W. Frye, Hoosier Veneer Company; W. A. MacLean, Wood Mosaic Company; A. B. Ransom, John B. Ransom & Co.

Mr. Penrod says that he thinks there will be enough solid walnut for gunstocks without going to substitutes or laminated walnut.

The bureau of supplies and accounts (Navy Department) is this month opening bids for the following lumber:

15,000 feet h. m. (about), hew. live, air dry, 1 by 8" and up wide, 10 to 16' lengths, to average 12' 1" firsts.
Birch, firsts, air dry, as follows: 5000' 3"; 2000' 3"; 2000' 4".
Birch, air dry, 8" and up wide, 10 to 16' long; one-half may be No. 1 common, remainder to be firsts, as follows: 15,000' 1"; 20,000' 1 1/2"; 5000' 1 1/2"; 8000' 2"; 7000' 3".

Maple, air dry, FAS, as follows: 35,000' 1"; 25,000' 1 1/4"; 20,000' 1 1/2"; 35,000' 2"; 35,000' 3"; 30,000' 4".

Maple, white, air dry, 10 to 16' long, 40 per cent to be 10" wide and over, as follows: 24,000' 3"; 45' and up; 24,000' 4"; 45' and up.

Maple, white, air dry, 8" and up wide, 10 to 16' long; 1/2 all No. 1 common, remainder to be firsts, as follows: 15,000' 1"; 20,000' 1 1/4"; 20,000' 2"; 2000' 4".

Maple, white, firsts, blocks, air dry, as follows: 2000' 4" thick, 4" wide, 1 1/4' long; 1500' 4" thick, 10" 1 1/4' long.

Cedar, birch and maple, in equal proportions, live, air dry, No. 1 common, 10 to 16' long (8" up wide), as follows: 18,000' 3/4"; 18,000' 1"; 18,000' 1 1/4"; 50,000' 1 1/2"; 50,000' 2"; 50,000' 3"; 50,000' 4".
Cedar, white, select and No. 1 merchantable, live, air or kiln dry, ditch sawn, about one-fourth to be select for resawing and balance to be No. 1 merchantable for use in full thickness, 12 to 20' lengths, to be at least 6" to 20" wide, averaging at least 12" lengths over 20" to be 6" to at least 16" wide, averaging at least 11", as follows: 10,000' rough, 1"; 2000' dressed 2 sides, 2"; 4000' oak, white, domestic, live, firsts, dressed 1" thick, 6" and up wide.

Sealed proposals have been called for by the Medical Supply Depot, New York, for the following wooden ware: 50,000 common chairs, 40,000 extension crutches, 6,060 potato mashers, 630 rolling pins, 5,520 typewriter tables, 90,400 bed trays with legs, and 36,000 butter trays.

The government is contracting for the construction of 10,000 freight cars at \$18,000 apiece for military use abroad, the cars to be built by the following concerns:

American Car & Foundry Company, 2400; Standard Steel Car Company, 1900; Haskell & Barker, Michigan City, 1800; Pressed Steel Car Company, Pittsburgh, 1500; Pullman Company, Chicago, 1500; Standard Car Construction Company, Chicago, 400 tank cars; Liberty Car Company, Chicago, 250, and St. Louis Car Company, 250.

On August 14 the price fixing committee is due to hear Pennsylvania hemlock lumbermen present an application for price increase.

The price fixing committee of the War Industries Board, after careful consideration of arguments submitted by representatives of wholesale lumber dealers, has determined not to modify its ruling of July 2, by which it was provided that no manufacturer, dealer, or other person should accept orders for mill shipment at a greater price per item than established in the schedule of maximum prices fixed by agreement on June 14. The wholesale dealers submitted arguments for a change in this ruling and also a supplementary memorandum on the same subject.

In reaching this conclusion the committee states that it wishes it clearly understood that the wholesalers are recognized to render a service. The committee believes that under the ruling of July 2 they will be able to continue rendering service to the community.

There have been a number of interesting developments here recently affecting the lumber industry. The controversy over yellow pine prices was followed by the abolition of the position of timber administrator

for the South that was held by J. H. Kirby, president of the National Lumber Manufacturers' Association; the appointment of W. J. Hayden as lumber purchasing agent for the shipping board in the South and West, and the appointment of W. J. Sowers, director of the Southern Pine Emergency Bureau, as lumber administrator for the War Industries Board in southern pine territory.

Mr. Sowers has power to commandeer lumber and mills, but it seems to be generally agreed that it will not be necessary for him to exercise it, as in his dual capacity he can direct the production and shipment of the material needed by the government.

The agreement of the War Industries Board to recognize a committee of the southern pine industry led to the appointment of a war service committee headed by F. W. Stevens of the Bagdad Land & Lumber Company. It was understood here that Mr. Stevens had obtained leave and was preparing to come to Washington and remain indefinitely, looking after the interests of the industry, when his appointment as lumber administrator came as a surprise.

It had been planned for the war service committee to take charge of the work of the Southern Pine Emergency Bureau in Washington, but now that the government has the bureau practically as one of its agencies, the status of things is somewhat mixed. T. A. Green no longer represents the Southern Pine Association here in connection with certain legislative and government matters. F. V. Dunham is attending to some of these things for the association and may be connected with the war service committee if it decides to get busy in Washington.

Reports indicate that the National Lumber Manufacturers' Association is in difficulties in connection with its desire to increase its dues and the alleged opposition of far western lumber interests to that proposition.

Reports have been received concerning the alleged intention of Charles Edgar, president director of lumber, to resign. It can be stated with all emphasis that Mr. Edgar will not retire. The only thing that will force him out, it is believed, would be bad health, which his friends hope he will not experience.

F. L. Sanford of Zona, La., has been here inquiring about the revenue legislation and the intention of the government regarding the drafting of skilled workmen in the southern lumber industry.

It has been decided that hardwood ties and car material may not be sold to government railroad except to the line going through the territory where the material is for sale. The local line may buy, however, for other railroads. Local lines, it is said, will buy any and all ties delivered to their right of way, provided they come up to government specifications.

Mills or dealers may list their available material with any or all of the regional purchasing committees, the chairman of which are as follows: S. B. Hight, New York; E. B. Bankard, Philadelphia; S. T. Barnett, Norfolk; F. H. Fechtig, Atlanta; C. A. Hoy, St. Louis; L. N. Hopkins and L. S. Carroll, Chicago.

Tie and railroad material prices are fixed by the government in pine and hardwoods. These articles may be furnished in pine in three possible ways, namely, through lumber trade emergency bureaus, by commandeered mills, and by independent mills or dealers who may sell to railroad purchasing agents, at government prices, however.

Millions of money have been wasted in airplane experiments and production that have had to be thrown on the scrap heap, the Senate subcommittee on military affairs has found. Over 1200 planes are junk. Machines of certain types have been made and thrown away. Types have been abandoned as worthless or too dangerous to use. The old aircraft production board is declared to have been responsible for these bad conditions, improvements having occurred under the new regime of Gen. Kenley and W. D. Ryan in charge of the air service.

It is understood that more wooden ships will be built as ways become vacant. The Daugherty ship plans are not, however, yet completely ratified by the powers that be. No contracts will be made in advance of that.

T. O. Heyworth, manager of the wooden ship division of the Emergency Fleet Corporation, has appointed G. E. Tebbetts as his assistant.

Recently the Fleet Corporation announced that at the Foundation Company's plant at New Jersey City, 250,000 double cuts each on frame timbers in a 190-foot run.

Early last year it was decided, after planning for two-seated fighters was great, to put into production at the Curtiss Company an adaptation of the Bristol Fighter, an English bi-plane, fitted to a twelve-cylinder Liberty motor. Recent flight tests have demonstrated that this machine is overpowered and of inferior value, lacking maneuverability and not having sufficient speed for war purposes. Inasmuch as the De Havilland 1 is in production and meets the requirements and can be produced as fast as engines can be supplied, so that there will be no decrease in the number of planes going overseas, the bureau of aircraft production is compelled to take the position that the country will be best served by discontinuing Bristol production. Every effort is being made to quickly put into production at the Curtiss Company the S. T. 3 and the Caproni. Both planes are well known and are not experimental in any way. The bureau of aircraft production hopes to be able in the near future to reemploy the people who will of necessity have to be laid off under this order.

Of the outlay on Bristol fighters thus far produced or in process of production a considerable percentage can be salvaged. The exact expenditure on this experiment is now being calculated.

The War Department authorizes the following statement from the bureau of aircraft production:

The houses of spruce, white spruce, pine, firs, ladders, elevators, and stabilizers, the struts, landing gear, landing, flooring, engine bed, after-deck seats are made of wood and primarily of spruce. This is because spruce is the toughest of soft woods for its weight, and possesses tremendous shock absorbing qualities. It does not splinter when hit by a missile. Sitka spruce, white spruce and red spruce are used.

About 250 pieces of spruce are required in a single airplane, but not all of them are individually different. The wing beams are practically of similar dimensions, and the struts vary only in size according to the strains put upon them.

Practically all available spruce in the United States and along the western coast of British Columbia. The stand of Sitka spruce, which is the best airplane stock in the western states, is estimated at 11,000,000,000 feet. But less than half of it is near enough to transportation facilities, or in dense enough stands to be commercialized. The total spruce shipped for the first three months of 1918 was over 200,000,000 feet, but the United States government and the allies required more than three times that quantity in that time, showing that we were not up to requirements in March.

The vast total of 11,000,000,000 feet standing, however, is not all available for airplane construction and never will be, because only a small percent of the spruce is suitable for such use. It is stated that about 10 percent of a good spruce log is available for airplane stock. At the outbreak of the war very little spruce was being cut or shipped, and it remained for this country to supply the necessary amount.

Colonel Disque organized a volunteer logging army of experienced men as part of the Signal Corps to supplement civilian labor in the logging camps, detaching them to camps producing government aircraft lumber, upon the application for troop labor. All lumber camp and mill conditions were supervised, for logging and transportation of employees were regulated. A basic eight-hour day for six days a week, with time and a half for overtime, was established at all camps, and a standard wage scale for each occupation was adopted for civilians and soldiers. There are now about 15,000 troops engaged in this work.

By erecting the largest sawmill in the world in forty-five days, the spruce division made a distinct record. Work of erection was begun on December 24, 1917, and the mill was completed February 7, 1918. This huge cut-up mill is at Vancouver Barracks, Washington. It has twelve separate log carriages for conveying the spruce to twelve head saws, back of which are complete sets of skidders, cut-off saws and other machinery necessary to convert the rived or sawed cuts into finished stock. This mill cost the government in the neighborhood of \$200,000. There are 1040 men working in three shifts of eight hours each.

Before the war this sort of lumber was seasoned by air-drying, but the great demand for spruce necessitated a kiln-drying process. This was worked out by the Forest Products Laboratory of the Forest Service, and a plant costing \$350,000 was erected at Vancouver Barracks. A saving in shipping weight of 33 1/2 per cent was effected by shipping dried wood to factories. Before the war, two days or more were required to dry small parts about seven days for drying, a saving of considerable time as compared to the air-drying system.

When operations began in the neighborhood of Vancouver Barracks there was a great scarcity of wire rope and other materials. Steps were immediately taken to secure control of the wire rope situation, sizes were standardized and distribution of wire rope was taken over by the spruce division, with the result that to date 6,000,000 feet of wire rope have been provided for the use of the loggers. After standardizing logging engines,

the standard equipment of this wire rope 175,000 the standard 9000-gallon capacity of the standard 10-ton of waste steel, approximately 5,000,000 gallons of oil, and standard equipment and over 200,000 tons of iron.

The standard 10-ton waste at the sawmills manufactures, and the material is not available for aircraft requirements. A tin engine is available as a better type than before the war, due to the rising price of tin. In July, 1917, the standard rules were established whereby the quantity of spruce to be cut is to be purchased for each plane was reduced to that actually required.

The quantity of spruce and fir is nearly up to requirements for aircraft. The total spruce and fir shipped to June 15, in being a large amount of each shipped to the allies, 181,000,000 feet of spruce, 20,000,000 feet of fir, 200,000,000 feet of fir.

Partial Part of the color are used in aircraft manufacture when spruce is not available. The possibility of using laminated sections in the wooden construction of airplanes will tend to increase the amount of spruce available for this use.

Restrictions on Rattans and Reeds

The War Trade Bureau by a new ruling (W. T. R. R. 176) has placed rattans and reeds on the list of restricted imports. All outstanding licenses have been revoked as to ocean shipments made after August 5, 1918. Hereafter no licenses for the importation of rattans and reeds will be issued, except for shipments from Canada or Mexico by other than ocean transportation, and except further for shipments coming as return cargo from convenient European ports or from convenient Mediterranean, North African ports, and then only when coming from a convenient port where loading can be done without delay.

Closer Utilization of Resources

To prevent the accumulation of surplus and inactive supplies in the various divisions of the War Department there has been created a bureau which will be to dispose of all such supplies either through other department bureaus or to other government departments.

All supplies found to be inactive are listed. The new bureau will have before it at all times a current list of such materials. A copy of this list will be kept in all purchasing divisions of the War Department. Before purchasing or letting contracts these lists must be consulted and wherever possible the materials owned by the department must be used.

The new bureau has just transferred from the quartermaster corps to the medical department a supply of 5-gallon water kegs amounting in value to \$200,000. It has been found possible to transfer from the construction division a great quantity of lumber to the shipping board. Another case in which the new bureau has proved its value was that in which 6,000 moss tables in the possession of the quartermaster corps have been turned over to the construction division for use in the barracks for the men who are doing building work.

In order to utilize cargo space to the best advantage there has been opened at Madison, Wis., a school to instruct officers and enlisted men in boxing and crating. Instruction will be given to men from all departments that make overseas shipments.

The instructors detailed for the various lectures are the experts in woods and woodworking now engaged in research work at the Forest Products Laboratory. The class rooms are donated by the University of Wisconsin and there is in addition a practical box-making factory and testing machinery for scientific and practical demonstrations.

The men detailed for instruction take a 3-weeks' course at the university and one week's practical work and demonstration in the box factories of two corporations. At the end of the four weeks, they will return to their respective corps and will be used in boxing and crating inspection work by the various branches.

The course includes a study of the structure of wood, how to identify it and determine wood strength, factors affecting the strength of wood and shop exercises in making boxes and crates.

Houses for War Workers

The George A. Fuller Company, of Washington, D. C., has been awarded the contract for the construction of residence halls on the Union station plaza. The award was made as a result of competitive bids which will reduce the cost of the development to an absolute minimum. The estimated time of completion is three and one-half months, and the houses will provide quarters for 2000 persons.

Leaving of the buildings on the tract of land bounded by Fourteenth, Fifteenth, B streets and Ohio avenue, Northwest, commenced on August 1. This is the site, in addition to that on the Union station plaza, on which are to be erected residence halls for the accommodation of war workers.

The Bureau of Industrial Housing and Transportation of the Department of Labor, announces additional appointments in connection with various housing developments as follows:

Philip Burgess, 228 Gals. Savings & Trust Bldg., Columbus, O., as engineer for the South Charleston, W. Va. project.

Edwin J. Pennocker, 47, 15 East 40th street, New York City, as town planner, New Castle, Pa. project.

G. J. Robinson, 39 East 28th St., New York City, as engineer, New Castle, Pa. project.

Stephen H. Bell, 613 G. St., N. W., Washington, D. C., as town planner, Aberdeen, Md. project.

Norman Bird & Whitman, Munsey Bldg., Baltimore, Md., as engineers, Aberdeen, Md. project.

A. A. Shurtleff, 59 State Street, Boston, Mass., as town planner, Newport, R. I., project.

S. B. Palmer, Thayer Bldg., Norwalk, Conn., as engineer, Newport, R. I., project.

Murphy & Dana, 321 Madison Ave., New York City, as architects, Watertown, Conn., project.

W. H. H. H. H. H., 52 Broadway, New York City, as town planner, Watertown, Conn., project.

George W. Fuller, 170 Broadway, New York City, as engineer, Waterbury, Conn., project.

Plans for housing projects in the Hampton Roads district have been completed. This is probably the most congested district in the United States, including, as it does, great army and navy bases at Norfolk. The war population is estimated at from 50,000 to 70,000. About 500 houses of five and six rooms each will be built for white workers.

The contract for the construction of about 1,000 houses adjacent to the navy yard at Hampton, Va., constituting the second development, has been awarded to the Hegeman Harris Company of New York City. This project also includes schools, shops, a fire station and a motion picture theater.

In Portsmouth about 200 houses will be built for the colored workers. These will be a story and a half in height and will consist of four and five rooms, and will be provided with all modern sanitary conveniences. The plans have been completed and will go out to contractors about the middle of the week.

In the Newport News section a large group of houses is being completed. These are being built under the direction of the Shipping Board. The houses thus provided will, however, fall short of actual need, and a survey is being made to determine the extent of necessary additions. It is expected that housing will have to be provided for a large number of families of colored workers, as well as a considerable addition to the new community already in existence at Hilton.

Six additional hospital buildings will be erected at Vancouver Barracks, Ore., at an estimated cost of \$74,000, under the supervision of the construction division of the army.

Work has begun on the new field artillery training center at West Point, Ky., near Louisville. The estimated cost for the land and the buildings including a 500 bed hospital and a 500 horse veterinary hospital is \$21,000. The tract of land is approximately 20,000 acres and was purchased for \$500,000.

The cavalry camp at Red Rio, Tex., will be changed from a tent camp to a semi-permanent camp with wooden barracks. The cost is estimated at \$76,000.

The sum of \$2,934,400 has been authorized to cover the cost of enlarging Camp Humphreys, located at Acetonia, Va., to accommodate 20,000 troops. Camp Humphreys is used as a training camp for engineers.

The estimated cost for storage warehouse and other construction, to facilitate the speedy handling of materials at storage points for the use of the army, already started and in the course of construction in the United States, is about \$218,000,000. When completed these projects will provide approximately 33,800,000 square feet of warehouse space, additional wharves and piers and improved harbor depths at various points. With few exceptions, they are permanent structures of concrete, brick and steel.

Construction is now under way at the following points: New Orleans, Boston, Brooklyn, Chicago, St. Louis, Schenectady, N. Y., New Cumberland, Pa., Columbus, Ohio, Charleston, S. C., Norfolk, Va., Newport News, and Little Rock, Ark.

Warehouses have been completed at Philadelphia, Pittsburgh, Baltimore, Hoboken, Jeffersonville, Ind., Port Newark, N. J., American, Ga., San Antonio, Dayton, O., Richmond, Va., Chicago and Middletown, Pa.

Fitted into the ordnance warehouse space are 75 miles of track and 9,000 lineal feet of dock and wharf frontage. In addition to this, barracks for 20,000 men in the ordnance have been provided and 15 miles of vehicular roadway have been built. All of this has cost in the neighborhood of \$25,000,000.

In addition there are now under construction \$10,000,000 of ordnance warehouses that will provide 2,500,000 square feet of space. Most of these will be completed this year.

Buggies and Trucks for War Work

Horse drawn buggies and spring vehicles have been standardized by orders of the Government, and full sets of specifications for all the parts have been worked out and squared up. The tread of all is 56 inches, measured from center to center of the tires.

Cargo trucks have been standardized also, and more than 75,000 standardized trucks and passenger cars have been ordered. Four trucks and three passenger cars have been selected as suitable for the various requirements of all branches of the service that have need for motor transportation.

Of the four trucks selected, two are after designs worked out by special boards of automotive engineers. The other two are commercial trucks which have been changed to meet the special requirements of military work.

The three-quarter to one ton truck selected after exhaustive tests of a number of cars, including a model ordered under the supervision of a special board of engineers, is the "G. M. C." truck, which is now known as Army Type A. Changes have been made in the model used by the Government, the principal changes being superior spring development. The latter is very essential in view of the fact that this model is to be used not only as a light cargo carrier but also as a heavy ambulance.

The board of experts decided on this truck because of its light consumption of gasoline, its light weight with the consequent saving of materials and the fact that it is well known in the army, having been used heretofore with satisfactory results in France and Mexico. About 7,500 of these trucks have been ordered.

The one and one-half to two ton truck selected, which after certain modifications is now known as Army Type A, is the White. Trucks were tested in all conditions of weather and roads and by a process of elimination the engineering advisory board was left with three trucks.

After comparing with a number of well known makes in the three to five ton class, the specially constructed army truck of this class, known as Type B, was selected as the standard truck of this class with the recommendation that certain minor changes be adopted by the engineering department of the motor transportation service.

One of the principal reasons for the adoption of this truck was maintenance. There had been 18,000 of these trucks ordered, the first 10,000 to be completed by September 1 and the balance by January 1, 1919. The cost of this truck was less than that of any of the others, the cost of the combined spare parts being identical with the cost of the chassis complete. This machine had given satisfactory service in a test of approximately 15,000 miles. It was found to have greater strength, more power, more ability, and to be better qualified on rough roads, a factor that weighed heavily because of the necessity of operating it in the zone of war.

For about a year the engineering ordnance department has been working on an improved 4 wheel drive type truck. Several models were completed and two of these were tested in arriving at the recommendation that the Ordnance model be adopted as the standard for the Army. This truck is known as Army Type TT, as it is really a tractor truck. It is especially suitable for the handling of great cars over rough stretches of road or over open country. In many ways it has the ability of a tank to go over places generally considered impassable to vehicles. It is one of the distinct contributions of automotive engineers to the war.

In rejecting many trucks, the examiners stated that in no way was there an objection to the commercial value of these vehicles. The majority of trucks are made for city work, and as army trucks are called upon to do exceptionally heavy, rough work, commercial trucks could not stand up under the strain.

The Ford chassis (passenger) was adopted as a standard chassis for use by the army as a passenger car, light truck, light ambulance, and for what else desired. There are already approximately 3,000 ambulances of this type in use in France. Under recent request of General Pershing they will be increased to about 8,000 and the Ford Company is now working on an order for 5,000 light delivery trucks, production of which began July 22 at the rate of 200 per day. The principal reasons for the wide use of this make of car were the ease of making repairs, cheapness of operation, the possibility of large production in a minimum time and the extremely low initial cost and the fact that it can be used where most other motor vehicles cannot.

Two other types of passenger cars have been selected for the use of the army. In connection with the adoption of the passenger cars, it was found that the chassis as now being manufactured for the army by the Dodge and Cadillac Companies were best adaptable to army needs. These are not the models now being marketed by these concerns, but a type with certain additions and deletions. These are to be produced in other factories if the needs of the government require.

The notion is quite common that evergreen trees do not shed their leaves, but that is not the case. The leaves of no tree hang perpetually, though in a few instances they remain on the twigs six or eight years. But in all cases of evergreen trees, the old leaves do not fall until after the new have appeared, and for that reason the branches are never bare, which has led to the belief that the leaves never drop. In a pine forest the ground is covered with dried leaves. They are constantly falling, yet plenty are left on the branches.

The tallest trees of the United States are the California redwoods or the Douglas fir. Both claim the distinction of being the tallest, and it is an even match between them. A maximum of about 350 feet is the greatest, though a little more than that has been claimed. There is no question that in trunk diameter the redwood, that species known as sequoia, is the champion.

The annual consumption of wood for fuel in the United States has been estimated to equal one cord each for every person in the whole country. A cord is equivalent to 600 feet of boards, so that the wood taken yearly as fuel aggregates the equivalent of 60,000,000,000 feet of lumber, or considerably more than the output of all the sawmills.



Northern Wholesalers Meet



Members of the Northern Wholesale Hardwood Lumber Association held an interesting meeting at the Hotel Bellis, Wausau, Wis., on Wednesday, July 31. There was a representative attendance from the membership, which covers northern hardwood points.

The session covered the forenoon of Wednesday and was given over primarily to a discussion of uniform means of arriving at cost of operating a wholesale hardwood business and the report of the statistical committee.

President H. C. Humphrey of Appleton and C. P. Crosby of Rhinelander were late in arriving for the meeting, the session being opened by Treasurer J. B. Andrews. Mr. Humphrey took the chair on his arrival.

After routine work, the regular session got under way.

Chairman A. J. Tippler of the membership committee tendered the appreciation of the Enos Colburn Lumber Company of Green Bay and of the General Lumber Company, Milwaukee.

There followed then a discussion of the two forms suggested for compiling information on costs of wholesaling. Secretary J. F. Hayden had prepared two forms, one to be used by the members in reporting to the secretary, and the other to be used by the secretary in compiling the information to arrive at averages.

The purpose of the inquiry into cost of wholesaling was to arrive at some means whereby the wholesalers may be able to present a clean-cut case in any conference that may come up with the government. The discussion could not get to a definite goal, as there was a good deal of uncertainty about the question of arriving at true figures. The uncertainty hinged on the fact that many wholesalers were linked up also with manufacturing and it would thus be difficult to give figures showing actual costs. The matter was finally left to a committee for working out.

Chairman L. H. Schoenboeffen of the statistical committee read a very interesting and thoroughly optimistic report which created more or less pleased surprise because of the strength indicated. The report is best shown by reproducing herewith copy of the statistics on stocks on hand throughout northern hardwood points. This appears herewith:

Detailed list of stocks held by members, and totals of stock held by members of the Manufacturers' Association, in thousand feet, July 31, 1918:

	ASH								Total
	4	4	5	4	6	4	8	4	
F. A. S.	5	23	...	...	...	...	...	...	32
No. 1 Com.	260	267	12	29	...	...	...	...	508
No. 2 Com.	127	70	...	...	...	...	...	...	197
3 & Btr.	127	58	...	...	...	...	...	...	187
Total	528	318	14	35	...	...	...	...	462
No. 3 & Better, all thicknesses									462
Grand total									1,357
Manufacturers' total									1,521
Total unsold									5,938

	BASSWOOD								Total
	1	1	1	1	1	1	1	1	
F. A. S.	197	13	32	2	...	...	...	...	244
No. 1 Com.	416	39	35	80	...	...	...	...	510
No. 2 Com.	440	269	71	27	...	...	...	...	708
1 & Btr.	105	20	30	6	...	...	...	...	161
2 & Btr.	2,715	576	178	618	62	...	...	...	4,717
3 & Btr.	3,192	1,251	484	292	83	...	...	...	5,292
Total	7,025	2,179	780	939	146	6	...	...	12,905
No. 3 & Better, all thicknesses									12,905
Grand total									12,847
Manufacturers' total									15,000
Total unsold									25,537

	BIRCH								Total
	3	2	2	2	2	2	2	2	
F. A. S.	392	226	357	98	...	...	...	...	1,097
No. 1 Com.	1,415	534	32	80	...	...	...	...	2,066
No. 2 Com.	1,589	757	114	92	...	...	...	...	1,934
1 & Btr.	425	342	303	104	...	...	...	...	1,241
2 & Btr.	3,855	2,372	1,663	1,242	75	3	189	...	10,688
No. 3 & Better, all thicknesses									5,009
Total	12,141	5,532	3,156	2,311	946	62	203	...	24,500
No. 3 Com. & Better, all thicknesses									2,450
Grand total									30,821
Manufacturers' total									60,573
Total unsold stock									91,404

	SOFT PINE		Total
	1	2	
1 & Btr.	11	35	46
2 & Btr.	174	741	915
3 & Btr.	279	527	806
Total	464	1,303	1,767
No. 3 Com. & Better, all thicknesses			363
Grand total			5,062
Manufacturers' total			3,592
Total unsold			9,054

	ROCK PINE		Total
	1	2	
2 & Btr.	116	393	509
3 & Btr.	146	76	222
Total	262	469	731
No. 3 & Better, all thicknesses			215
Grand total			1,843
Manufacturers' total			2,116
Total unsold			3,959

	SOFT MAPLE		Total
	2	3	
F. A. S.	50	63	113
2 & Btr.	126	182	308
3 & Btr.	68	148	216
Total	244	393	637
No. 3 Com. & Better, all thicknesses			291
Grand total			1,480
Manufacturers' total			2,412
Total unsold			3,692

	HARD MAPLE		Total
	1	2	
F. A. S.	9	105	114
No. 1 Com.	17	178	195
No. 2 Com.	446	300	746
1 & Btr.	164	57	221
2 & Btr.	2,992	2,422	5,414
No. 3 Com.	812	428	1,240
3 & Btr.	1,527	1,900	3,427
Total	6,407	3,373	9,780
No. 3 Com. & Better, all thicknesses			1,515
Grand total			26,068
Manufacturers' total			35,172
Total unsold stock			61,240

	OAK		Total
	1	2	
1 & Btr.	15	83	98
2 & Btr.	259	38	297
3 & Btr.	450	46	496
Total	709	147	856
No. 3 & Better, all thicknesses			228
Grand total			1,256
Total unsold			2,636
Manufacturers' total			1,380

Except for some minor matters, the business session ended with this report, the members present expressing themselves as very much pleased at having attended the session.

The mountain laurel or ivy is poisonous in leaf and flower. Sheep die if they feed on the leaves, though deer eat this foliage with impunity. Pheasants appear to suffer no inconvenience from eating the leaves and buds, but their flesh becomes poisoned and is unfit for food. Bees do not make much use of the flowers as a source of honey, but what they do gather is poisonous as food, and many instances are on record of persons becoming sick from eating such honey. There are two species of this poison laurel, often growing side by side, but few persons recognize the difference. The leaves of one are narrower than those of the other.

Douglas fir is the most abundant wood in the United States, though several others range over more territory. It cannot be determined what wood is the scarcest, but several are so scarce that few people ever see them. Three or four of the oaks belong in the scarce list, particularly bartram oak, la oak, and price oak. No one, except a few fortunate botanists, has ever seen these oaks, and few persons have ever become acquainted with the laurel oak.

If wood could be dried equally in all parts at the same time it would develop no checks and it would not warp; but that is an ideal condition which is seldom attained in practice.

Eliminating Recruiting Labor

Announcement from the Department of Labor over the signature of Felix Frankfurter, chairman of the war labor policies board, prohibits since August 1 the private recruiting of unskilled labor except under the direction of the United States Employment Service. The announcement says that orders and estimates for unskilled labor received to date by the employment service show a shortage of approximately 500,000, and that these figures will be largely augmented when all returns are in. It says it will be necessary to recruit a considerable number of workers needed from men now employed in non-war work and that the machinery for securing them is being extended throughout the country by the United States Employment Service.

The announcement says:

The successful operation of the central recruiting program can be assured only through the loyal cooperation of all whom it affects. Inevitably it will impose at the outset, and until it becomes fully effective, a degree of hardship upon some employers, though in the end its benefits will be shared by all. The utmost effort will be made to minimize and in so far as may be possible to equalize the burdens. Of necessity that effort will for some time fall short of complete success.

Those who suffer temporarily will, we feel assured, accept the burden as part of their contribution to the cause to which the President has pledged our all. They will realize that only through the enforcement of such a program can there be achieved the full utilization of our forces whereby that pledge may be redeemed and whereby there may be maintained the uninterrupted flow of food, munitions, and supplies which is the first essential to the winning of the war.

The following are the regulations which govern private recruiting of unskilled labor:

1. Employers may continue to hire workers who apply at the plant without solicitation direct or indirect.
2. The federal director of employment in each state is authorized to grant permission to employers to use their own field agents for recruiting unskilled workers under his direction and control for war industries located within the state.

3. Permission to recruit unskilled laborers in states other than the one in which the work is located may be secured from the director general of the United States Employment Service upon the recommendation of the federal director of employment for the state in which the men are needed. Such permission will be communicated by the director general to the federal directors for the states in which the labor is needed and from which it is to be recruited.

4. No unskilled labor may be transported from one state to another without authorization from the director general, to be secured by application through the federal director of employment for the state in which the labor is recruited. No laborers may be moved from one employment district to another within a state without authorization from the federal director of employment for the state.

5. Employers who receive permission to transfer workers from one state to another or from one district to another within any state must file a statement with the nearest employment service office, of the number of men transferred, the wages offered, and other terms and conditions of employment promised to the men.

6. Employers who are permitted to use their own field agents for recruiting labor must in no case use any fee-charging agency, or use any agents or labor scouts who are paid for their work on a commission basis.

7. All advertising for unskilled labor, whether by card, poster, newspaper, handbill, or any other medium, is prohibited after August 1, 1918. This applies to all employers engaged wholly or partly in war work, whose maximum force, including skilled and unskilled laborers, exceeds 100.

No restrictions are for the time being placed upon employers engaged in war work in recruiting their own skilled labor, other than that they should conduct their efforts so as to avoid taking or causing restlessness among men who are already engaged in other war work of any kind. Employers in war work are at present under no restrictions as to advertising for skilled labor other than that all advertising should be designed and conducted so as to avoid creating restlessness among men in war work.

Southern Log Movement Much Freer

The movement of logs into Memphis and other points on the Yazoo & Mississippi Valley Railroad during July was heavier than for any month this year, reaching approximately 1,500 cars. The movement of logs on the Missouri Pacific reached approximately 250 cars, making a total of 1,750 cars loaded on these two roads by the Valley Log Loading Company.

The appreciable gain in log loading on the former was due primarily to the greater number of cars available for the log handling service. During the latter part of May and the greater portion of June there was material decrease in the rate of loading because of substantial decrease in the number of cars. Some weeks ago, however, the management of the Yazoo & Mississippi Valley put more than 200 additional cars into this service and results since that time have been highly satisfactory to the log loading company and to the mills themselves.

The increased movement of logs has been partly due, too, to the increased quantities available for loading. This increase has grown directly out of the larger supply of labor for work in the woods and for delivering logs to the rights of way of the railroads. The laying-by of crops has released large numbers of farm laborers and these have come to the assistance of the timbermen at a most opportune time. The best is being made of this increased help because it is clearly recognized that it is only a short time until these farm laborers must return to the farms for the harvesting of cotton, corn and other crops maturing during the early fall months. Owners of hardwood timberlands, timber-cutting companies and mill interests all recognize that the present supply of labor is only temporary and that, when the farm laborers are no

longer available, the shortage of help is going to be more acute than ever. Thousands of men are being drafted into the army from the southern hardwood producing territory and the outlook for adequate supplies of timber for the mills this fall and particularly this winter is regarded as anything but encouraging.

In the meantime the increased supplies of both labor and logs are contributing to substantial gain in hardwood lumber manufacture. Many of the smaller mills which have been practically out of the running during the past few months are now cutting gum and some other hardwoods in a quite liberal manner while the larger manufacturers are able to operate their mills on full time. Still, with these favoring conditions, it is pointed out that the output of hardwood lumber is still below normal for this time of the year and that, in the case of at least two important items, oak and gum, sales and shipments are in excess of current production, with further impairment of stocks.

There were spruce forests in Wisconsin 500,000 years ago, according to the interpretation put on the discovery of a spruce log buried in gravel of the ice period when arctic cold covered that region.

The base of measurement of timber and lumber in England is the cubic foot, but in America it is the square foot. In theory one cubic foot equals twelve square feet, but that does not hold in practice, for the saw kerf and other waste must be accounted for; and allowance must be made for thickness less than one inch. Our theory is that lumber is an inch thick, but much of it is thinner, though it is still measured by the square foot.

Tupelo as a Veneer Wood

It Stands Second in Importance Among the Gums



IT IS REMARKABLE that two woods should look as much alike as red gum and tupelo gum, and be as little akin. They do not even belong to the same family of trees, tupelo being a member of the dogwood family and red gum of the witch-hazel family. Both are often spoken of as "gum" without a qualifying word; but that is because the trees look so much alike. When too far off for the form of leaves to be distinctly seen, persons not intimately acquainted with both trees might mistake one for the other. Red gum comes honestly by the name "gum," being so called on account of the resin or gum which exudes from wounds in the bark; but tupelo has no right to that name. It produces no resin that any one is apt to notice.

Only one kind of red gum grows in this country, but four species of tupelo are found, namely, tupelo proper, black gum, water gum, and sour tupelo. Black gum is both a northern and a southern tree, but the three others are southern in their ranges.

The most abundant and most important of the four tupelo gums is that which is generally called simply tupelo. The Forest Service recommended the name cotton gum for it years ago, but that name never became popular, though it is appropriate in view of the luxuriant crop of cotton produced as a part of the tree's bloom.

Tupelo ranks well up in the list of woods valuable for veneer. From 18,000,000 to 20,000,000 feet of logs are cut into veneers yearly. The large producers of veneer among the states are Alabama, North Carolina, Virginia and Maryland. More than half of the tupelo veneer of the country is produced in these four states.

About ninety-five per cent of the output is cut by the rotary process, the rest is sawed or sliced. One-third of the production is cut to a thickness of five-sixteenths of an inch and another third has a thickness of three-sixteenths of an inch. The remainder is divided among various thicknesses. Five-sixteenths is the extreme thickness of veneer, and most veneer woods are never reduced to stock of that thickness. It is above a quarter of an inch, and except for the fact that it is rotary-cut and is in large sheets it would pass as thin lumber rather than as veneer.

Tupelo wood resembles yellow poplar in color and in general appearance, and often passes for that wood. One of the commercial names by which it is bought and sold is "bay poplar," and many buyers suppose they are getting a variety or grade of yellow poplar. The name originated years ago and was first applied to tupelo lumbered in the vicinity of Chesapeake bay, the inference being that it was a variety of poplar growing there. At least, that is the explanation offered in accounting for the name bay poplar; but there are several trees in the South called bay or some name combined with bay.

The light yellowish color of tupelo furnishes the wood's closest resemblance to yellow poplar. The arrangement and appearance of the growth rings add to the resemblance. The two woods do not much differ in weight, and their working qualities are alike in some respects; but, on the whole, as a cabinet wood, tupelo scarcely measures up to yellow poplar.

Tupelo is much used in the manufacture of tobacco boxes, chiefly those for cigars. Next to Spanish cedar it is in greater demand for these boxes than is any other wood. Its yearly use amounts to one-third that of the imported cedar. The stock is generally thin, one-fourth or five-sixteenths of an inch. Sometimes the cigar box is made wholly of tupelo without any attempt to disguise the fact; and in other instances the thin tupelo boards are covered with sheets of Spanish cedar very thin veneer, by that means conveying the impression that the entire box is of cedar. At other times the tupelo may be printed in a color and in a design in so perfect imitation of Spanish cedar that the box ordinarily passes for that wood. The counterfeit may usually be detected by its lack of cedar's characteristic odor.

Half of the total production of tupelo veneer is manufactured into cigar boxes. The other half goes into many uses. Furniture makers take some of it for the bottoms of drawers. Manufacturers of boxes demand their share of it, and the remaining supplies are apportioned among more than a dozen industries.

Tupelo is a southern tree. It occurs from Virginia to Florida, west to Texas, and northward in the Mississippi valley to southern Illinois. It is not found among the mountains. Quite frequently it is a swamp tree, in that respect resembling cypress, and like cypress it may grow on well drained land.

The cut of tupelo lumber or other forest products is sometimes reported from regions north of this tree's range. When that occurs, it is pretty safe to conclude that it is a case of mistaken identity. Probably that which is thus listed as tupelo is black gum, which species is found north of this tupelo's range, and is otherwise mixed with it nearly all the way southward to the Gulf of Mexico. The two other species of tupelo are not plentiful, and relatively small amounts are cut.

Shoe shanks, the wooden strip between the counter and inner leather soles, under the arch of the foot, are a veneer product. They are cut from sheets about one-twelfth of an inch thick. Most of them are made of paper birch. The purpose in their employment is to stiffen the sole under the arch of the foot.

Veneer made of Yucca palm, used for surgeons' splints for broken bones, is so open that it resembles mosquito netting, but it is very strong, the fibers being almost as tough as horn. The output of this palm veneer exceeds 300,000 feet, surface measure, a year.



Letters from Panel Boss

Concerning Test Runs for Glue Spread

Friend Jim,

You say the old man fessed up that he bought a cheaper glue because he was told it would do as good work. The salesman told him it was a splendid blend and you woodnt know the difference. Well Jim, if you didnt find it out hed probably found out the difference when some of his goods got out in the trade. In one way you cant blame the old man because glue he used to pay 14 cents for now costs him close to 40 or better, and that is a big difference. But he has either got to pay the price or cheapen his goods. You say that you and he had a good chat and you wish you knew more how to cut down the cost and use less glue.

Well Jim, I left that place near 5 months ago, and if I do say it myself I left a good system there and if it has been followed youre getting about all you can out of the glue and the men. Of course we all knew that we could do the work with one less man in the gang if we wanted to, but we didnt believe in working too hard. I suppose the same is true with you now. May be if you put it up to the old man in a smooth way he might add a few cents a day to the rest of the gang if you give him one of the bunch to work somewhere else now that labor is so hard to get.

You want to know how much spread you should get from glue and do good work. Jim thats a funny question for you to ask after you spent 4 years with me on that job and know we kept a count of how far we made the glue go. You ought to know there aint no rule to go by. To much depends on the kind of glue and the kind of wood used. Glue drummers will say that a pound of one kind of glue will cover 25 square feet, and another kind will cover 33 and may be they will on some kinds of wood. But I have talked with a lot of men like me and you, that use the glue and I never found one yet that could make the every day glue used check up with the amount of work done and the figures of the number of square feet a pound the glue used was supposed to cover. Of course we cant be watching the man who is spreading the glue every minute and we know that he sometimes uses more than he ought to. But we rather see him use too much than not enough and as the work comes out good we dont kick too hard.

Just the same Jim, no glue room ought a use two or 3 such as much glue as is needed to do good work, and such fellers as me and you ought a watch the glue use closer, because it is part of our business in making good with the boss. We know that a certain amount of glue is

needed to make a joint that will last, and perhaps it is better to make a mistake and use too much than not enough. Just the same there is a right place between drowning a joint and starving it, and that is the place to keep to.

So we have to keep in mind the kind of glue and the kind of work we are doing. Now chestnut is a very good wood for core stock, and so is maple, and poplar and birch, and gum to if used right. But if you are making a lot of panels with chestnut core and poplar cross banding and oak face, and another lot with maple core and gum cross banding and mahogany face, and if you use the same amount of glue on both lots you will have a poor job or waste a lot of glue. Chestnut has a coarse grain and poplar is a soft wood and both soak up glue fast so that this stuff needs glue of a heavier body than such close grained woods as maple and gum. And if you make up the stuff of maple and gum first and do the right kind of a job, then use the same mix of glue and spread it as thin on the chestnut and poplar the glue will be soaked up by the wood and you wont have a good joint. The other way, if you make a thick bodied glue for the chestnut and poplar, and use it the same on the maple and gum you will put on more glue than the wood will take up and it will either squeeze out and be wasted or stay in and not make a good joint.

So you see Jim, we glue workers have to use some judgment and study every condition. When glue was 12 cents a pound and we used 10 pounds a day to much it only amounted to a dollar and 20 cents, but now we use a 40 cent glue it will come to 4 dollars, and 4 dollars is more than most wood workers get. So may be if we could show the boss we were saving him a lot of money he might have a heart and split with us even though most bosses aint that kind.

Well Jim, I got a good boss. I told him I was going to get married and he told me I could have from Nov. 27 to Dec. 17, as a present from him and hed give me my regular pay. Thats almost 3 weeks. Some boss. I bet Sue and me will have a great time. Regards to the gang and your family.

Your friend,

HEN FLASCH.

The manufacture of veneer has been slow in getting a foothold in India. It is strictly a machine-made product and hand labor has little chance. Perhaps that accounts for the delay in developing the veneer industry in that land where labor is so cheap that it actually crowds out some kinds of machinery.

100,000 Feet of Figured Red Gum From One Tree

Four logs from this tree contain the following 1 24" Sliced Figured Red Gum:

Log Number 602	- - - - -	17016 Feet
Log Number 611	- - - - -	25596 Feet
Log Number 612	- - - - -	30472 Feet
Log Number 617	- - - - -	26386 Feet



The entire tree is practically clear. These logs are 12, 14 and 16 feet long. If you appreciate well dried Gum that is smoothly cut, this tree is bound to please you. This Veneer is well figured from EDGE to EDGE, and from END to END. The widths, quality and dense figure of this tree make it an unusually choice buy. Samples sent prepaid upon request.

**SAFE
LOCAL FREIGHT
ON SMALL
SHIPMENTS**

Buy

**FIGURED RED GUM AMERICAN WALNUT
SAWED AND SLICED QUARTERED WHITE OAK
ROTARY CUT GUM, POPLAR AND OAK**

In Cars with

BAND SAWED HARDWOOD LUMBER (We carry 5,000,000 feet on sticks)

In doing this you learn the advantages we offer, and that N. B. products mean "None Better"

NICKEY BROTHERS, Inc.
MEMPHIS, TENNESSEE

Problems in Handling Veneer

The Substitution of Women for Men Holds Promise of Good Results

VENEER HANDLING furnishes some interesting combinations of light and heavy work that are deserving of special study, because it is becoming necessary to man a good part of the industry with girls, and the successful handling of this shift will depend largely on knowledge and understanding. It will perhaps be found in the final adjustment that in the light work calling for steadiness and quickness of action the girls will prove eminently satisfactory. But it is advisable to keep them away from the heavier and more burdensome work. Veneer handling at the rotary machine starts with the pulling out of the machine the stock as it is cut. The handling of the logs and blocks up to this point is pretty heavy work and plainly a man's job. Generally, too, the handling of the veneer from the machine is a man's job.

Sometimes handling the pull-out stock is a comparatively light work. Say a machine is cutting 1/20th stock. Quick-acting girls properly clothed in overalls and after proper training should be able to handle this fully as satisfactorily as the young men who are generally used. The work is light enough so far as pulling out and piling up on the table for clipping is concerned. It is in clipping out that an element of heaviness enters. Much, however, depends upon the practice followed. At some plants, stock is piled six, eight and ten inches thick before clipping out. Where this is done the work of handling the clipping and the stock from the clipper is really heavy work, as is also the task of running the trucks from the clipper to the dryer or shed, where they are to be unloaded.

Where the practice is to clip in lighter body, girls can handle the clipping, and the trucking can be lightened and simplified by using roller bearings and rubber tires, which experts in the veneer business claim are the final ideal in the veneer truck.

When we get away from the veneer machine to the handling of veneer in single sheets for drying, or for packing after drying, the work can generally be classed as light, and properly trained girls should give excellent satisfaction. There is some suggestion of resemblance between handling veneer through a modern dryer and laundry work where girls do practically all of it. Moreover, one of our important lines of patent dryer is the development of a concern which previously specialized in textile dryers. So there again we have a sort of connecting link between the veneer industry and the use of feminine help.

In the piling and handling of veneer in sheets and the handling of the smaller articles produced in the veneer plant, it has been the practice for years to use boys and young men. These can be employed at smaller wages than the older men, and they are quicker of action. Quickness is one of the essentials in handling light stock.

And when boys are in the right mood they are given to quick action. The trouble with the average boy is that he has lazy spells and unless he is repeatedly jogged up he will too often go into slow speed. To some extent it may be found the girls are afflicted the same way, but the use of girls in the basket factory and the making of light packages has demonstrated that they are more efficient and more adaptable to the work than boys.

It is very likely that after the girls have once been introduced into the veneer industry and we have become accustomed to their presence in the veneer plant, they will continue to make good and hold their place, even when peace comes and men are available. There is not only room for the girls to make a place for themselves in the work of handling veneer, from the cutting through the dryer and finishing and packing process, but in the panel plant and among the veneer users there are opportunities with even bigger promise for the ambitious ones.

One of the great needs in the veneer-using industry is for expert handlers and assemblers of figured veneer. This includes both the blending of ordinary lesser figure for harmony and the matching up of fancy figure. Here the girls with an eye for the artistic have their opportunity. There is a chance also that through the training of girls in this work the veneer users may be able to get help at a place where they have long seemingly needed it.

There has been in the past too much careless assembling of veneer; too much disregard of harmony and of matching and blending of figure. We are reaching the period in our cabinet work where the discriminating buyers insist upon pleasing effects in their veneered work and upon the eliminating of slipshod workmanship. They are willing to pay an additional cost for proper regard for beauty and consistency in assembling face veneer.

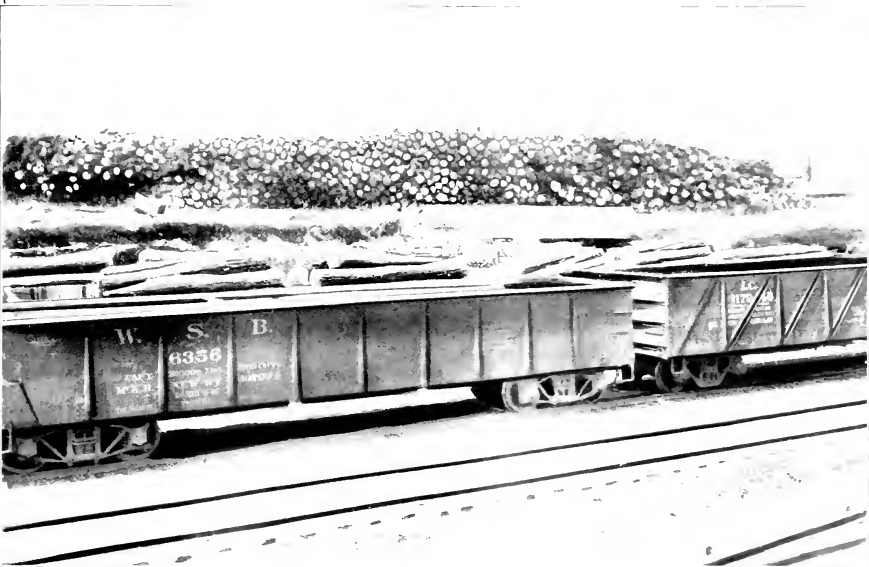
Very few girls or women are as familiar with the wood as men, so they may seem to be at a disadvantage at first. Many of them, however, have a keener sense of beauty and of the artistic than men, so when they are once trained to distinguish and discriminate between woods, they are likely to prove superior to the average man in assembling and matching veneer.

The handling of veneer is one place where the industry stands in need of help. It is a line of work that is full of promise for girls and women, full of promise both to employer and employee, provided they have an ambition to learn and a desire to attain a real place for themselves in the industry.

The thickest regular veneer stock measures five-sixteenths of an inch. If it should be cut thicker than that it would be considered as lumber.

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You will be assisting our
Government by advising us of any
Walnut logs or timber you know of



Pickrel Walnut Co.

St. Louis, Missouri

WALNUT LUMBER, DIMENSION STOCK AND VENEERS

A British View of Veneer

America May Capture Business Formerly Done by Russia

THE London Timber Trades Journal, in its issue of June 29, presents an interesting review of the panel business and ventures a prophecy concerning its future development. The article follows:

The introduction of plywood dates back only about twenty-five years. Its merits appear to have been first discovered in America, but in the early stages of its manufacture the need presented itself of finding an efficient waterproof glue or cement; also the absence of appliances for carrying out the work was experienced. The inventive genius of the Americans, however, gradually overcame early discouragements, and they soon perfected the manufacture, which was subsequently imitated by the Russians with such great success.

In the furniture and cabinet trades the art of veneering is of ancient origin; it was practiced to economize the use of valuable woods for decorative purposes and fancy varieties for marqueterie, etc. Two methods of manufacture have always been in general use; firstly, the slicing knife for cutting veneers from the flat surface of the boiled log; and, secondly, the sawn description, which was made by means of circular saws, and subsequently occasionally by large specially designed segment saws.

It was a revelation to the trade that three veneers, with the grain of the middle one placed in an opposite direction to that of the other two, firmly glued together under pressure, thus forming a thin homogeneous body, should make a board which, for lightness, strength, and adaptability, cannot be surpassed by any other material; and as to its toughness and durability, any attempt to split or chop a section of it will amply demonstrate. The underlying principle, however, of plywood was well known to cabinetmakers of the old school, some of whose best work was veneered on the underside as well as on the polished surface, because it was found that, veneered on one side only, there was a liability to a detrimental pull on the fiber of the wood.

Allied to plywood in a sense was the laminated or built-up material in use for many years in the United States. This sectional construction was found stronger than solid boards, and it carried veneers better than solid boards; there was no liability to warp or twist, and there was the added advantage that for the middle sections of the boards inferior timber could be satisfactorily introduced. Piano cases, table tops, and other furniture and cabinet work were made of built-up material veneered with fine or fancy woods, but the advent of the light three-ply veneered boards and panels had not then been dreamed of.

Probably the first machine used in this country for peeling veneers from the round was a modification of Ellis' lath-rending machine, which was patented by him, and a number of machines erected in London some fifty

years ago. The chief feature of this machine—which turned out beautiful work—was that the automatically adjustable blocks which carried the veneer knife were mounted in semi-circular quadrant slides formed in the frame of the machine, which enabled the knife to present the same cutting angle to the wood as it became reduced in diameter. The machine ran at fifty revolutions per minute with round logs 22-inch diameter, and produced veneers 4 feet 2 inches wide at about 58 feet run per minute. It would cut from paper thickness up to about $\frac{3}{8}$ inch, and we believe one at least of these machines is still running.

With the improvements made in the rotary cutting machine the manufacture of plywood was made possible by the turning out of sheets, the width of which was only limited to the width of the knife of the machine and the length by the size of the logs.

Perhaps almost the first acquaintance which the general public gained of the use of plywood was confined to the three-ply perforated chair seats, which speedily came into general use, and many will recall the perforated seats of the tram cars imported some years ago from the United States. Plywood is used for packing cases—for the purpose of saving freight has long been recognized—but the idea of boxes constructed in panel form, with cleated corners, or the capabilities of wire weaving machines had not been worked out.

The use of plywood has now become so general in every branch of the wood industries that we are apt to overlook the fact that the material is of such recent introduction. Of all the developments connected with the utilization of wood it is the most remarkable, and its manufacture is a trade that will be permanent, and is likely to expand to an extraordinary extent in the near future, as it offers a profitable outlet for the inferior woods that have always been in little or no demand owing to their coarseness or lack of strength.

The uses to which plywood is now being put meet us at every turn, and fresh avenues of consumption are constantly opening up. Almost every wood that grows can be utilized in its manufacture, and new factories are rapidly springing up in the various timber producing countries. In the near future there will be striking developments in the manufacture and uses of both three-ply and multi-plywood, and the industry will exercise a strong influence on the timber trade after the war.

For many purposes the use of plywood has become a necessity. Owing to the growing scarcity of wide planks it has been welcomed by the trade, as the dimensions of rotary cut sheets can be almost indefinitely extended, if proper accessories for the manufacture are available. On the score of economy plywood has much to recommend it, bearing in mind the rapid contraction of the

world's timber supply and the increased demands on our forests for paper pulp and other materials, which civilization demands.

Russia supplied us with large quantities of plywood before the war, being favorably situated as regards raw material and cheap labor. There are indications, however, that the center of supply may revert to the other side of the Atlantic and that we may expect America will cater for the British market in competition with Russia when business resumes its normal course.

Plywood From America

We understand says the London *Times* (Foreign Journal) that the Siberian & General Trading Company, Ltd., of St. Petersburg, have made arrangements for the supply of plywood from the United States, and that they will receive from time to time consignments of gum, poplar, ash, etc., of best manufacture, in addition to supplies from Russia which they hope to bring over.

Wooden Picnic Plates

One of the important products of veneer is the picnic or pie plate. It is made from rotary cut veneer, usually of birch, larch, maple, or gum. The sheet of wood is cut into pieces of circular form, each large enough for one plate. It is steamed and pressed until it takes the desired form, and after being dried it holds its shape unless it becomes wet. If that happens, the plate flattens out and again becomes simply a circular piece of veneer.

The product is generally classed as ware-ware. Plates of that kind are made in large numbers, for use no plate is expected to be used a second time. When it has served its purpose once, either as a picnic platter or as a pie plate where pies are kept for sale, it is thrown away.

The Smallest Wooden Article

About the smallest article of wood formed by machinery according to pattern and put on the market in considerable quantities, is the collar button used by laundries in shirts sent back to customers, and by merchants in ready-made shirts distributed to the trade. The shoe peg may be as small, but it is less highly manufactured.

The buttons are of hardwood—perhaps more are of paper birch than of any other one wood. They are the product of a lathe, but they pass through several processes before they are finished. As a last step, they may be painted or dyed for the sake of appearance. At any rate, they are smoothly polished at some stage in the process of manufacture.

These small buttons are not intended to be worn. They are too small for that and not strong enough. Their period of usefulness covers the interval from the time the garment leaves the manufacturer until it reaches the final purchaser. He removes the button from the front buttonhole of the new shirt and puts in its place a pearl or gold stud, throws the wooden button in the pin tray on the dresser, and about once in so often the tray is emptied in the waste basket.

The relationship between the veneer saw and the resaw is pretty close, but there are a number of differences. The former cuts veneer only, while the resaw produces a stock of various sorts.

It is said that some of the tea boxes that come from China filled with tea are made of thin birch cut in Maine. It formerly went to China by way of Scotland where the stock was made into box shooks. The Chinese put the colored paper and hieroglyphics on the boxes, pack the tea, and ship back to us, and we suppose we are receiving Chinese wood as well as Chinese tea.

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The Dean - Spicker Co.

Manufacturers of

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Oak—Mahogany—Walnut

AND

LUMBER

22nd St. and So. Crawford Ave.

CHICAGO

Apportioning Veneer Among Industries

Commercial Output Divided Into Distinct Classes

NO STATISTICS have ever been collected and published which give details of the distribution of veneer among the various industries which use it. That has been done in the case of lumber, and it is known within reasonable limits how much lumber finds its way to every important industry where it is used. It is to be regretted that no similar information exists for veneer.

Of course, the making of veneer is an industry much smaller than that which produces lumber, but it is quite large, nevertheless. As nearly as can be ascertained from existing data, about eighty times as much wood is converted into lumber as into veneer, and lumber reaches many factories and shops where veneer never goes; but in many others, both products find a place.

Large manufacturers of veneer no doubt have pretty accurate opinions as to what industries are the largest users of their product; and they likewise know something about where the rest of it goes, and the relative quantities bought by numerous small industries. But the general public has little information along that line. Nearly 500,000,000 feet of logs are cut into veneer every year. That was the figure several years ago, but it probably is much larger now, though figures to show it are not

obtainable. The surface measure of the output of veneer will run into the billions of feet, perhaps as much as ten billions. The question which has not yet been answered is, How is this enormous output divided among the industries?

The bulk of it goes to three or four. Probably the largest consumer of veneer is the shipping container factory, where boxes, crates, baskets and berry cups are made. They take cheaper grades, rotary cut, and largely softwood, such as pine, fir, hemlock, tamarack, and spruce. Some hardwoods are included, notably cottonwood, beech, maple, birch, elm, tupelo, yellow poplar, magnolia, and basswood. Woods which are plentiful, convenient, and cheap are taken, for the requirements are generally not very exacting. Great strength is not demanded, and while light weight is preferred, woods for veneers of this class are seldom rejected on account of weight. The demand is large and widespread, and markets are generally near the mill that makes the veneer.

Another rather large market is found among the users of certain classes of woodenware known as picnic platters. The small, shallow plate commonly used by the retail handler of food is not very important considered singly, but its importance improves when the output is measured by millions of such plates. The range of woods of which they are made is rather lengthy, but three woods predominate. They are beech, birch, and maple, with yellow poplar and red gum active rivals for high place.

Veneer fills more exacting positions than in pie plates and berry cups. That which goes to factories making furniture, fixtures and interior house finish is such. Two general grades are used, one intended for the interior, concealed parts of panels and of table and counter tops, and that which constitutes the outer, visible portions of these articles. Relatively cheap woods suffice for the concealed parts, and hardwoods and softwoods answer for these. Certain qualities must be possessed by veneer which is so used, but it need not have attractive color or any figure at all. The plainest wood, like basswood, poplar or cottonwood, is as good as any, because no one ever sees it after it has been put in place. The less tendency it has to warp, the better it is liked; and its ability to hold glue is a quality insisted on. Glue and veneer must work together in panels, and "useless each without the other." Most woods hold glue well enough, but some are better than others.

Furniture and finish provide the market for most of the finely figured and highly colored veneers. They are the skins which cover what lies beneath; and it is not necessary that beauty be more than skin deep. The outside is all that the purchaser ever sees; and if what is visible pleases his eye, he cares little for what lies below, provided it gives him no trouble.

Made in St. Louis by
St. Louis Basket & Box Co.

WE MANUFACTURE
 a complete line of
 Built-up Stock in most
 any size or thickness,
 including Walnut, Ma-
 hogany, Quartered
 and Plain Oak, Ash,
 Gum, Plain or Figured
 Birch, Yellow Pine,
 Sycamore, Cotton-
 wood, etc.

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All Three of Us Will Be Benefited if You Mention **HARDWOOD RECORD**

in habit, forming almost pure forests. In the Corantyne district thirty-five to forty trees of eighteen inches or more in girth occur to the acre, while in the northwestern district the average is eleven to fifteen trees to the acre. Supplies of crabwood have for many years been obtained from the Demerara and Berbice rivers, while in recent years the Corantyne and northwestern districts have been worked. The logs are collected and made into rafts and floated to the nearest saw-mills or markets. The felling of crabwood timber is mostly, if not entirely, carried on by aboriginal Indians.

Of the several varieties of wallaba wood, those principally used are "soft wallaba" (*Eperua fulvata*) and "Ituri wallaba" (*Eperua pumana*). The heartwood of these varieties is in great demand for posts and for making shingles, palings, cut staves, etc. Soft wallaba is a heavy wood, hard, with a very coarse but more or less even grain. It splits readily, is very resinous, and has an unpleasant odor which, however, disappears after a sufficiently long exposure. It is probably the most abundant of the colony's timbers. The Ituri wallaba is similar in character to the soft variety, but is not so abundant. Another variety called the Binitit wallaba is used only for firewood.

Both soft and Ituri wallaba are widely distributed. On the slightly elevated and hilly lands of loose, white sand, situated in the central and eastern parts of the colony, they constitute about forty per cent of the forest trees. In the forests of the swamp lands, these two kinds, together with Binitit wallaba, are found on places where the soil is more or less of a sandy nature.

For shingle making, soft wallaba is mostly used, but Ituri wallaba is sometimes employed. Only wood having a straight grain can be used. Single-making is mainly confined to the Demerara and Berbice rivers, more particularly to the lower reaches of the former.

In addition to the woods above mentioned there are many other valuable and handsome woods, a few of which are sometimes exported. The following may be mentioned:

Time to Begin Planting Trees

In England and Scotland they are preparing and planning to replant the forests which have been cut to provide war supplies. They are not waiting until the war is over but are doing it now. Never before have those countries been so bare of timber as they are now. Forests which heretofore were hunting ranges and sporting grounds only, have gone to supply the factories at home and the armies abroad. The sacrifice was necessary and it has been made. Forests in England and Scotland were neither large nor many, but they were sufficient to tide over the time of peril. The cutting is not yet all done, but plans for planting new forests are under way. The old forests were primarily ornamental and incidentally useful, but those which are now being deliberately provided for will be primarily useful and incidentally ornamental. This will conform to the spirit of the times after the war. Forests will no longer be planted and protected for the benefit of a few hunters and gentlemen of leisure, but will be made and maintained for the use of the people as a whole.

In the United States we are not in so much need of tree planting as they are in the British Isles. We have so much timber left that in most cases we cannot miss what the war has taken. We could fight on for twenty years and still have plenty of most kinds. But there are two kinds of timber which the war demand has greatly depleted, and they are kinds of much importance, locust and black walnut.

These were not abundant when the war began, and the demand has been extraordinarily heavy. The supply is now smaller than it ever was in the past. Would it not be a good policy to do as they are now doing across the sea, take immediate measures for planting walnut and black locust? If these woods shall never again be needed in war, as we all hope they shall not be, they can be used in the industries of peace.

The government owns lands where locust and walnut will grow to perfection. The Forest Service has charge of such areas in the Appalachian region, in West Virginia, Virginia, North Carolina,

HARDWOODS.

Mora, rated first class at Lloyd's, and used for railway sleepers. It grows near to the banks of the rivers and creeks, is of large size and is useful for many purposes.

Bullet tree is now cut only for special purposes, as it yields balata. The wood is dark red, close-grained, heavy and durable.

Soradamim grows in low situations, and is fairly plentiful. The wood is of a deep red color.

Purple-heart is one of the tallest trees of the forests. The wood is of a dark purple color and is hard, close-grained and durable.

Loest or siniri grows in sandy soils. The wood is hard, heavy and close-grained, and takes a fine polish.

Kakaralis are common in the county of Essequibo. This wood is close-grained, tough, and of a light brown color.

Hulu halli grows plentifully on some of the tributaries of the Essequibo. The wood is of a light brown color and takes a good polish. It lasts under water for a long time and is often used for the bottoms of lighters and boats.

Of the medium hard woods silverballi, of which there are several varieties, the yellow, brown, white and red, is a handsomely grained wood with an aromatic scent. It is a durable wood and is used principally for planking boats and for making masts of wheels.

White cedar grows commonly in swampy places, and is mostly used for paddles.

Determa is well adapted for making boats and canoes and for masts and spars of vessels. It is a light, strong wood, resembling cedar in color.

Sinarupa grows throughout the colony, especially on sandy soils. The wood is of a light color and is close-grained. It is useful for inside housework.

With an eye to the future demands for timber when peace is concluded, British Guiana offers splendid opportunities and will be in a position to export the greatest quantities of all kinds.

and elsewhere. Why would it not be a good business proposition for the Forest Service to plant these lands in walnut and locust, not experimented lots and plots here and there, but by thousands and tens of thousands of acres? Experiments are not necessary. The land lies in the natural range of these trees, and there is no question that they will grow. Even if there is never another war, the investment would be a good one. Walnut and locust logs and lumber will always sell for good prices. The government has the land, it has the men in the Forest Service who can do it, they have the knowledge and experience which guarantee success, and the only thing needed is the money and the order to go ahead. The expense would be moderate in comparison with what is now being paid for lumber for war work. There can be little question that after this war has been won and ended, the government will be less stingy in its appropriations for constructive work than it has been in the past. When money is needed, Congress will vote it; and a planting project, such as walnut and locust, ought to have little opposition.

The average lumber haul by rail, including the whole United States, is approximately 300 miles. Many carloads are transported 3,000 miles.

It is not generally known that a little mahogany grows in the United States. A tree is cut now and then in the extreme southern part of Florida. A considerable amount of this timber once grew there, but it was cut out between 1835 and 1845.

Chicago was a maple sugar market a hundred years ago. Indians manufactured it and carried it in bark baskets to the trading post where Chicago now stands. They sold it by the "bark," not by the pound. A bark was a basket full, that is, a cake that exactly fitted the basket. In fact, the melted sugar was poured into the bark basket and solidified in that mold. Lake boats carried the sugar to eastern markets.

The Payment of Freight Charges

Special Bulletin No. 17 of the Hardwood Manufacturers' Association contains a reference to the payment of freight charges under general order No. 25 having to do with promptness of payments. The bulletin says:

General order No. 25 of the Director General of Railroads requiring prompt payment of freight charges after August 1 does not change or in any way modify existing regulations with the exception that payments must be made promptly when bills are presented. This order does not require the prepayment of freight charges on any shipments coming on a line bill of lading, including shipments to the government itself, any more after August 1 than it did before. Some inquiries seem to have interpreted this order to mean that all freight charges must be prepaid after August 1. That is not the case, however, and freight charges can follow shipments after August 1 the same as before.

On shipments to the government itself sold at a delivered destination price and moving on a government bill of lading, freight charges must be prepaid. If sold at an L. or B. mill price and moving on a government bill of lading, freight will follow shipment.

Officers Appointed for National Hardwood Association

Frank F. Fish, secretary of the National Hardwood Lumber Association announces the appointment of the executive committee and inspection rules committee as follows:

EXECUTIVE COMMITTEE. Chas. A. Goodman, Marinette, Wis., chairman; E. V. Babcock, Pittsburgh, Pa.; T. M. Brown, Louisville, Ky.; C. H. Barnaby, Greenville, S. C.; W. E. Chamberlain, East Cambridge, Mass.

INSPECTION RULES COMMITTEE. John W. McClure, Memphis, Tenn., chairman; Geo. H. Chapman, Stanley, Wis.; E. M. Holland, Grand Rapids, Mich.; J. L. Thomas, St. Louis, Mo.; M. G. Truman, Chicago, Ill.; M. J.

Fay, Iron Mountain, Mich.; Geo. B. Osgood, Chicago, Ill.; D. H. Day, Glen Hatton, Mich.; Fred. Brenner, Alexandria, La.; F. T. Doolay, Memphis, Tenn.; Otis Foley, Grand Rapids, Mich.; J. B. Ferguson, Baton Rouge, La.; A. E. Clark, Toronto, Ont.; H. C. Fowler, Macon, Ga.; W. H. Lear, Philadelphia, Pa.

Establishing Cost of Producing Locust Treenails

In its monthly summary of business, the Federal Trade Commission among other things reports that during July it instituted research into the cost of producing locust treenails. The data is for the confidential use of the war branches and the investigation was started at the request of the United States shipping board.

Test Preservative Treatment of Pine

The Forest Service has published bulletin 607 describing tests made to determine the absorption and penetration of coal tar and creosote in longleaf pine. The tests were made at the Forest Products Laboratory, Madison, Wis., by Clyde H. Tweedie and J. B. MacLean. The bulletin contains forty three pages of technical discussion and may be procured from the government printing office at Washington for fifteen cents.

Tennessee Wants Forest Protection

The lumbermen, coal operators, merchants, farmers, and other business men of Tennessee are uniting their efforts to secure a forest department for the state which will put measures in operation for the protection and betterment of the timber resources. A state forester has been appointed in the person of R. B. Maddox.

NEWLY APPOINTED OFFICIALS NATIONAL HARDWOOD LUMBER ASSOCIATION



C. A. GOODMAN, MARINETTE, WIS., CHAIRMAN
MAN EXECUTIVE COMMITTEE



E. V. BABCOCK, PITTSBURGH, EXECUTIVE
COMMITTEE



T. M. BROWN, LOUISVILLE, EXECUTIVE
COMMITTEE



C. H. BARNABY, GREENCASTLE, IND.,
EXECUTIVE COMMITTEE



W. E. CHAMBERLAIN, BOSTON, EXECUTIVE
COMMITTEE



J. W. MCCLURE, MEMPHIS, CHAIRMAN
INSPECTION RULES COMMITTEE

With the Trade

Organize New Company

The Auto-Flo Good Company, located at Parkersburg, W. Va. with a capital stock of \$200,000, is planning to manufacture porch swings, lawn swings, beds and other articles for the amusement of children. A. V. G. is the agent for operation in Parkersburg.

C. C. Collins Recovers

C. C. Collins, of the Collins Lumber Co., of the Madison and Richmond, Miss., has been recuperating from his illness at Madison from injuries received at the company's sawmill here at his own works. Mr. Collins' injuries were the result of a fall from a log skid along a trestle. He is now back on the job.

Breece's Son in Spruce Service

George H. Breece, son of George F. Breece, contractor, W. Va., who is now serving as a member in charge of spruce logging at Wa-lung-ton, has enlisted in the same service and left on July 29 for Vancouver, B. C., Wash. There he has been instructed in the use of a general logging superintendent.

New Airplane Propeller Company Organized

O. McKim of Springfield, Mo., is the president of a new walnut propeller concern at that place. It is a small concern for outfitting up walnut timber and is now waiting for government orders for gun stocks and propellers.

Will Develop West Virginia Timber

It is announced at Buckhannon, W. Va., that W. T. McWhorter of that place has purchased the Craig timber tract at Cratonsville, and has arranged to develop it at once under the name of the Craig Lumber Company. The tract covers large quantities of white oak, sweet gum and poplar.

George H. Huff will be general superintendent and Mr. McWhorter general manager.

Will Rebuild Handle Factory

W. S. Thomas, president of the Northern Wood Products Company, Glidden, Wis., announces that he is already going ahead with the reconstruction of that part of his handle factory which was destroyed by fire on July 19. The new building will be made of steel.

Mr. Thomas says that he is already arranging matters to begin producing handles in the near future.

Change in Atlas Lumber and Manufacturing Company

The Atlas Lumber & Manufacturing Company, Cincinnati, O., announces that J. C. West, formerly president, has accepted a position with the government at Washington and has already taken up his duties there. Mr. West has sold out his interests in the company to E. M. Bonner, secretary and treasurer. In order to fill the vacancy made by the withdrawal of Mr. West, C. W. Sprinkle has been given nominal interest in the company and fills Mr. West's position for the time being.

Mr. Sprinkle is in the lumber business at Cincinnati under his own name, however, and expects to continue his personal business as heretofore.

Plant for Wire-Bound Packages

The Anderson-Tully Company is rapidly completing a plant at Memphis, Tenn., for the manufacture of wire-bound packages made of cottonwood, gum and other southern hardwoods. The building will shortly be ready for use. It is 80x85 feet and one story in height. The machines have already been ordered and three of those will be in operation between now and the middle of September. The management will later increase the number to five, the output of the three will be 1 1/2 cars per day. When all five are in operation the daily output will be 2 1/2 cars.

The Anderson-Tully Company operates plants at Memphis, Vicksburg, Miss., and Madison, Ark., for the manufacture of sawn and veneered shooks for use in the manufacture of standard nailed boxes. This, however, is the first wire-bound factory to be established in this part of the country.

Will Help Co-Ordinate Box Manufacture

T. J. Morris of the Anderson-Tully Company, Memphis, has been named regional district representative in this territory by the executive committee of the National Emergency Bureau of Wooden Box Manufacturers, acting on the suggestion of the War Industries Board.

The association is cooperating with the authorities in every possible way in taking care of the emergency requirements of the government in the way of wooden containers for the handling of foodstuffs and other supplies for the fighting forces of the United States and its allies. It has now divided the country into twenty regional districts, with a representative in charge of each, to coordinate the work of the manufacturers of standard wooden boxes and to insure as large increase as possible in the output. Plants with machinery capable of producing these boxes but not now manufacturing them will be diverted to that use.

Mr. Morris, in performing his duties, will act with officials of the Chamber of Commerce of this city.

Report Was Behind the Times

The report that the Memphis office of the United States Employment Service, which is charged with furnishing labor for the district, had been closed in a move preparing 100 or more men for the August 15th evacuation of the Stateside, that from 62,179 to 70,000 men per week are being sent to Memphis and the immediate Memphis vicinity, is a report which is behind the times. The Memphis office is still open and is still doing a large volume of work.

All the major contractors and other large employers of labor are presently making their requirements of these in short. A definite program is being worked out for this. In this connection it is pointed out that the contractors in the country may offer savings for labor by being left out of the plan; the government is now putting into effect a "Hot Spot" program, not compulsory, but the office of the United States Employment Service at Memphis suggests that each employer provide his employees with cards at the end of each week, certifying that the man had been employed during that period. It is suggested that, in this way, and through attention to the age of each employe on the card, no man need be arrested as a deserter.

Memphis Hardwood Manufacturers Affected by Government's Labor Program

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Unique Plan for Clearing Cutover Lands

The Leno-Tish Lumber Company, Charleston, Miss., has adopted a very unique plan for clearing cutover lands. It announced some time ago that it would clear and prepare for cultivation approximately 1,000 acres each year in its holdings in the vicinity of Charleston. Now it has gone a step further and created a new department to have charge of these clearing operations and has placed George Land, traffic manager, in charge.

All cutover lands will be divided into tracts of 40 or 80 acres. Ten acres in each 40-acre tract and twenty acres in each 80-acre tract will be cleared and made ready for cultivation so that those who are working these smaller tracts may be self-sustaining while they are clearing and preparing the remainder for cultivation.

Each of these tracts will have a residence, a barn and a well, and will be enclosed with fencing, so that cattle-raising may go hand in hand with farming operations.

The plan is somewhat in line with that discussed at the recent semi-annual of the Southern Alluvial Land Association following the address of William S. Mitchell, former treasurer of the Federal Land Bank, St. Louis. Mr. Mitchell emphasized that community development was highly essential to the successful colonization of these lands and that part of every tract offered to settlers should be cleared so that those cultivating the cleared lands might be self-sustaining while preparing the remainder for cultivation.

The plan is expected to prove highly successful and to greatly stimulate similar activities on the part of other owners of such properties.

To Organize Mexican Hardwood Company

HARDWOOD RECORD is in receipt of a letter from the Mexican International Trust Company, S. A., whose postal address is Apartado 123, B. M., Mexico, D. E., telling of the organization of a hardwood project for developing Mexican timberlands. The letter is accompanied by a regular prospectus to be sent. The letter says that the industry has had little development in Mexico, but that its future must be very important, especially in hardwoods from the tropics, of which there are valuable kinds not known to the American market.

The company will start a mill at Puerto, Mexico, at which there will be handled hardwoods, which will be followed in time by others, long that coast.

The letter says: "This is a matter which ought to interest Chicago especially, as the city is the important market of the United States within reach of Mexican hardwood water transportation."

The writer was born on the Illinois river and his uncle had a sawmill standing at that spot on that river. I have confidence in the success of better transportation here.

We appreciate any information or advice from you in this connection, and would know of lumbermen in and around Chicago who are probably interested in such development. We can work out a plan in Mexico if we feel that now is the time to start.

The letter is signed by the president of the company, Sam J. Willet. The other officers are: Nelson O. Rhodes, vice-president; Carl H. Smith, treasurer; David C. Chapin, secretary; Robert J. Hall, secretary and J. R. F. in commissary.

Holt Interests Buy Big Plant

One of the most important business transfers recorded in the northern hardwood regions in recent months was the purchase by the Holt interests—Messrs. W. E. and C. W. Williams, and Chicago, of the major interest in the W. E. Williams Company, Oconto, manufacturing hardwood flooring, from W. E. Williams. The new owners have reorganized the business under the style of Holt Hardwood Company, and elected the following officers: President, W. A. Holt; vice-president, W. J. DeWitt; secretary, Alfred Klase; treasurer, George H. Holt. Mr. DeWitt was associated with Mr. Williams in the management of the business. The mill has been making maple flooring almost exclusively, but its facilities are now being increased to include other hardwood products. It is also reported that the Holt company will install a complete metal working plant to handle government contracts, there being ample floor space available in the flooring mill and auxiliary buildings. W. E. Williams retired from all connection with the concern on August 1.

Pertinent Information

Use of Wood per Capita

A writer in the London Timber Trades Journal has compiled figures showing how much wood per capita of population is consumed yearly by eight leading nations. Fuel is included with wood used for other purposes, and the figures represent cubic feet, as follows:

Germany	36.6	United States	250
France	24.6	Canada	182
United Kingdom	14	Russia	65
Italy	13	Austria Hungary	57

Rafting Swedish Lumber Across North Sea

According to the British Timber Trades Journal of June 8, the Raftant Aktiebolaget has been formed in Stockholm to exploit new methods of shipping wood, in view of the anticipated shortage of tannage after the war. The plan is to raft the lumber across the North Sea, and it is to be specially noted that the company's idea is to facilitate the shipment of sawed goods. Some previous experiments in floating large masses of logs have been successful, but it is thought that no previous attempts have been made to float sawed goods long distances at sea.

Woods of South India

According to a report by Consul Lucien Menninger at Madras, India, the commercial woods of South India are teak, ebony, rosewood, red sanders, Indian mahogany, chittagong wood (white cedar), sandalwood, pine, crenel, bamboo, jamba, dhak plant, muthi, copper, oak, venon, rubber, empur, palmyra and acetylnuts. The crostie wood sal is found to a small extent in the northern part of the Madras area, but the other crostie woods, deodar and pinkalo, are not grown here to any extent, the latter being found particularly in Burma. The value of minor produce in Madras is \$693,476, and includes, besides some of the above, myrobalan for tanning, gum kino, lemon oils, cassia bark, cardamoms, pepper, thetis damar, semul, hess, etc.

Hardwoods for War Purposes

The war demand for hardwoods is steadily increasing. Softwoods for cantonment buildings and for ships came first, but a recent announcement tells a different story. A total of 28,000,000 feet gross, or 20,000,000 feet net of hardwood wheel stock is now required, and canton wheels alone not to speak of wheels for thousands of auxiliary trucks and vehicles of every description.

Concern is expressed over the problem of getting rid of side stocks in connection with getting out wheel material. But, considering the diversity of hardwood uses, this probably will mean merely a larger development of the trade in dimension material, as compared with that of ordinary lumber sizes.

Federal Banking System Strong

In a recent address before the New York Leaf Tobacco board of trade, Beverly D. Harris, vice-president of the National City Bank of New York, said of the country's finances:

"The Federal Reserve banking system has been the salvation of this country in this crisis. I may go further and say it is the salvation of the world, for upon it depends the marshalling of our resources, upon the effective administration of which depend the destinies of all mankind.

"If our tasks are huge, we may feel reassured by our basic conditions to meet them. We have about one-third of the gold money of the world, absolute control of gold exports, an assured heavy balance of trade in our favor, full employment of labor, inexhaustible raw materials and natural resources to make us practically self-supporting and inordinately greater than those of any other country; agricultural products of an estimated value of nearly twenty billions of dollars annually, an annual income estimated at fifty billions of dollars and the position on a large scale of a creditor nation. Our Federal Reserve Bank position indicates present reserves of approximately \$1,750,000,000, or approximately 65 1/2 per cent against circulation and 92 1/2 per cent against deposits, with a floating gold supply roughly of more than one billion dollars, which could be made available as a further basis of credit. These things combine to make our credit and economic position incomparably stronger than that of any other country.

Oak Dinner Gong in Woods

A camp cook whose only means of calling the members of his party was pounding on a pan with a knife handle was unable to make them hear when they were fishing or hunting at any considerable distance from the camp. One of the party to whom he complained thereupon made what he called a "klepalo," says the Manchester Union.

The "klepalo" was merely a piece of well-seasoned oak plank two inches thick, six inches wide and three feet long. Through the center he bored a hole, passed a rope through it and suspended the plank from the branch of a tree. The cook "rang" the instrument by striking it with a mallet, first on one side and then on the other.

The man who made the "klepalo" had seen similar contrivances in small Bulgarian villages, where they are used instead of church bells to call the people to worship. A test of the instrument used by the campers showed that in ordinary weather conditions it could be heard two miles.—Chicago Daily News.

Vermont's Maple Sugar Industry

A census of the maple sugar yield in Vermont this year shows a total production of 12,420,000 pounds of sugar, valued at \$2,000,000. The production of maple sugar per tree averaged only 2.28 pounds, practically the same as the production of 1917, which was considered rather a poor year.

The Barton (Vt.) Monitor credits Vermont farmers with splendid patriotism, increasing their output in spite of difficulties. It says: "The ruling of the food administration calls for 36 pounds of sugar per annum per capita. This allowance would give Vermont in round numbers 12,500,000 pounds. Therefore, Vermont maple sugar orchards nearly supplied the need of the state. Of course, this does not mean that Vermonters will make the white sugar, because Vermont maple sugar and sirup are shipped all over the United States and to nearly every foreign country, but it does mean that Vermont will contribute to the sugar supply of the nation nearly as much as she consumes."

David's Temple to Become a Museum

"David's Temple," a church built early last century in York county, Ontario, has been purchased by the York Pioneer and Historical Society to be used as a museum for historic relics. The old church, erected by the late David Wilson, head of a religious sect known as the "Davidites," took six years to build, is entirely of wood and today is in a remarkable state of preservation. The lasting qualities of wood never were better exemplified than in this structure. White pine in the main was used and the wood today is the admiration of all sightseers.

Many years ago remarkable religious ceremonies were celebrated in the temple by the "children of Peace," but for a long period the building has been sadly neglected. Work on the church was started in 1825. It is three stories high, surmounted by a gilded ball on which is inscribed the word, "Peace." The church contains nearly 3,000 pounds of glass in the windows and spires and has a symbolic meaning attached to all its parts. One feature is an altar that took 365 days to build. It stands on twelve gilded pillars representing the twelve apostles, and is emblematic of the religion of Christ.

The building was intended to be used fifteen times during the year; never at any time for Sunday worship. Services were held on the last Saturday of each month, when the members made contributions for charitable purposes. The first service was held October 29, 1831. The church was painted white with green fences.

Products From the Sap of Birch Trees

A man in Alaska claims to have discovered that sirup as palatable as that produced from maple sap can be made from the sap of birch trees. He must have experimented with paper birch, for the yellow and sweet birches do not occur in Alaska. If he has discovered what he says he has, and if the quantity that may be produced from a tree is not too small, he has made a valuable discovery. Birch trees are plentiful in all the cold countries of the north temperate and north frigid zones. These trees are paper birch or species which bear close resemblance to paper birch, that is, birches with scaly bark and white color.

If sirup of good quality can be made from those semi-dry trees, it is reasonable to suppose that a much better article could be produced from the sweet birch of northeastern United States and Canada. In the first warm days of spring, this tree furnishes sap in phenomenal quantities. If tapped like maple, it will flow three or four times as much. It is reported that one of these birches, if a vigorous tree of moderate size, will yield its weight of water in a single season. A flow so large is perhaps unusual, but there is no question that a fair-sized sweet birch may flow two or three barrels of sap in a season.

The sap as it flows from the tree into the vessel set to catch it has a slight water-croton taste, but otherwise it differs little from the water flowing from springs or taken from wells. But it quickly ferments and then it takes a slightly acid taste, and the longer it stands in the vessel, the stronger the taste. Many persons acquire a liking for it at that stage of fermentation.

If a little dextrose in it is made into beer and is then regarded as a drink good enough for anyone who likes a beverage which is so mild that it must be consumed in large quantities before it becomes even slightly intoxicating. The best way of playing a pint of shelled corn in two gallons of birch sap and letting it stand until it reaches the proper stage of fermentation.

Lumber Exports for May

The following table shows the quantity of lumber, in cubic feet, exported from the United States during the month of May, 1917, and for the corresponding month of 1916.

	1917	1916	1917	1916
Board feet	59,428,788	47,779,878	1,252,878	1,087,747
Boards	99,469	138,878	7,572	72,832
Sawed	58,957	47,640	11,896	1,297,745
Round	1,918,788	1,683,788	—	—
Timber	261,296	1,090,144	28,827	43,224
Commodity	19,984	225,911	179,801	141,911
Timber	19,929	168,348	61,736	35,427
White pine	60,298	136,219	190,429	268,836
Aspen	168,242	774,149	26,014	355,423
Softwood	2,969	—	—	—
All other	164,899	344,723	82,966,479	810,318,259

To Improve Cleveland's Housing Conditions

Chicago and hardwood lumber are not the only things of the kind that are getting crowded out of the market. The same is true of interior finishing material. It is being developed this year in great quantities of the housing situation. The efforts were made to improve it. The Federal Housing Bureau has represented by its chief, Mr. J. A. Burke and Mr. A. W. Martin, the government has been working to improve the situation.

As a result of their inquiry, a committee of thirty-two Clevelanders was organized, which will be known as the Cleveland Homes Registration Division of the Housing Bureau of the United States. Department of Labor. It will have power to increase immediate housing of war workers, even to the financing of construction of the maximum service between homes in the city. Paul E. Foster, chairman and Louis A. Moses, manager of the Cleveland Real Estate and Housing Company, secretary.

The Federal investigators told the committee that besides providing increased housing for war workers it will be expected to provide housing that will make for the efficiency of the workers of additional contracts are to come from the government to the local departments. They explained that 225,000 of the government has appropriated \$100,000,000 for emergency housing, already applications for the amount, and that the appropriation must be paid out where the greatest need exists. They could not estimate the amount that Cleveland may get, however.

Baltimore Exports for June

The statement of exports of lumber from Baltimore during June shows that stocks are still going forward in considerable volume, although, of course, the bulk of the shipments must be credited to requirements occasioned by the war. Thus spruce holds a prominent place on the list with not less than 622,000 feet, declared to have a value of \$18,791, while fir occupies first position with 1,352,000 feet, of a declared value of \$103,397. Oak also showed up fairly well, especially when compared with the same month last year, giving the impression that stocks abroad must have plenty of low and requirements correspondingly pressing. Poplar also was shipped in some quantities, and the demand for implement and tool handles is holding its own. Very probably the presence of increasing numbers of American troops on the other side will account for the bulk of these exports. For the rest only "other manufactures of wood" cut any decided figure, these exports having been of a value of \$24,057 during the month. The movement of spruce is less than last, as large as it was, but fir seems to have taken its place, this wood, like spruce, being used for airplane construction and being drawn from the same section of the country. The total declared value of the exports was almost \$700,000 ahead of June, 1917, and to this extent is to be regarded as favorable. The detailed statement for June last, as compared with the same month of 1917, is as follows:

	June, 1916	June, 1917
	Quantity, ft.	Value, Quantity, ft.
Boards, yellow pine	1,282,000	\$103,397
Boards, fir	115,000	33,499
Boards, oak	220,000	12,547
Boards, poplar	422,000	18,791
Boards, spruce	622,000	18,791
Boards, hardwoods	23,000	1,800
Boards, all others	—	17,000
Staves	—	12,923
Implement handles	—	19,023
Shooks	—	3,000
Chair canes	—	500
Doors and blinds	—	429
Other manufactures of wood	—	24,057
Totals	2,664,000	\$234,114

Lumber Exports to South Africa

During the years 1916 and 1917 lumber from the United States was exported to South Africa to the values shown in the following list:

	1916	1917
Hardwood	85,562	81,513
Pine	257,350	275,880
Poplar	137,939	389,447
All other lumber	36,261	16,892
Flooring and ceiling	4,662	8,968
Other planed lumber	27,929	48,343
Totals	807,758	857,159

Hardwood News Notes

< MISCELLANEOUS >

The Southern Lumber Association, Post Office Box 100, Memphis, Tenn., has recently issued a new publication, "The Lumber Industry in the South," which is a valuable contribution to the knowledge of the lumber industry in the South. It is a 100-page booklet, published by the Southern Lumber Association, Memphis, Tenn., and is available for sale at a price of \$1.00 per copy. It is a valuable contribution to the knowledge of the lumber industry in the South.

The Atlantic Lumber Company, Boston, Mass., has been increased to \$1,000,000. The company is owned by James T. Gill, president of the H. B. Postman Manufacturing Company, St. Louis, Mo.

The Florida Manufacturing Company, Duluth, Fla., has recently increased its capital stock to \$1,000,000. The company is owned by James T. Gill, president of the H. B. Postman Manufacturing Company, St. Louis, Mo.

The Southern Furniture Factory Company, St. Louis, Mo., has increased its capital stock to \$25,000. The company is owned by James T. Gill, president of the H. B. Postman Manufacturing Company, St. Louis, Mo.

The Emory Box Company, Louisville, Ky., has been increased to \$250,000. The company is owned by James T. Gill, president of the H. B. Postman Manufacturing Company, St. Louis, Mo.

The M. N. Oditt Lumber Company, Huntington, W. Va., has been succeeded by the Oditt Morgan Lumber Company.

The Shelbogan Comb Company, Shelbogan, Wis., has changed its name to the Northfield Company.

The George P. Morgan Lumber Company, Parkersburg, W. Va., is closing out.

The capitalization of the Hamilton Manufacturing Company, Two Rivers, Wis., has been increased to \$750,000, and that of the Sherrill Russell Lumber Company, Paducah, Ky., to \$150,000.

N. A. Webster is now out of business at Texarkana, Ark.

The capital stock of the Chevrolet Motor Company, St. Louis, has been increased to \$500,000.

It is reported that Frank R. Stratton is operating under the style of Stratton Brothers, Athol, Mass., in bankruptcy.

Through increasing its capitalization, the Belgrade Lumber Company, Memphis, Tenn., has brought the figure up to \$200,000.

At Nashville, Tenn., the Augusta Lumber Company has incorporated.

< CHICAGO >

The capital stock of the Metropolitan Picture Frame Company, Chicago, has been increased to \$15,000.

H. R. Sale, secretary of the Hoffman Brothers Company, Ft. Wayne, Ind., was in the city for a day this week on a business trip. Mr. Sale says that the doubled production of his company is working out in a highly satisfactory manner and enabling them to do many things to the advantage of their customers that were not heretofore possible.

Harwood Brown acknowledges receipt of the July hand book of the National Hardwood Lumber Association. This book contains the usual valuable information and supersees all previous issues. It should be in the hands of every hardwood lumberman in the country.

Another interesting publication came to Handwood Records, *The Club Log*, which is a wartime publication replacing the *Club Diamond* and *Log*, a previously issued by the Clyde Iron Works of Duluth, Minn. *The Club Log* is a snappy little sheet with quality all the way through it.

Chicago was host two weeks ago to the members of the Northern Hemlock and Hardwood Manufacturers' Association. Edward Hines acted as individual host to the quarterly meeting which was held at the South Shore Country Club. A full account is carried elsewhere in this issue.

George W. Butz, secretary to the R. H. Catlin Company, Wilmington, Del., stopped in Chicago this week on his way to West Virginia, Virginia and Georgia points. Mr. Butz has been on a business trip of several weeks duration. He reports business brisk and everything all right.

R. H. Browne, manager of the hardwood department of the Beaumont Lumber Company, Beaumont, Tex., spent most of last week in the city on business.

Charles Gill of the Gill Andrews Lumber Company, Warsaw, Wis., will

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49,000' 4/4 No. 1 C. & B. End Dried White Maple
 45,000' 8/4 No. 1 C. & B. End Dried White Maple
 40,000' 5/4 No. 1 C. & B. End Dried White Maple
 60,000' 6/4 No. 1 C. & B. End Dried White Maple
 150,000' 1x6" up No. 1 C. & B. Hard Maple
 200,000' 4/4 to 16/4 No. 2 C. & B. Soft Elm
 40,000' 4/4 No. 2 C. & B. Birch
 115,000' 8/4 No. 2 C. & B. Beech

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GUARANTEES

There is a difference in them—not alone in wording and salesmanship, but in intent, in actual service and in ability to perform.

The Grand Rapids Vapor Kiln guarantee is based on a scientific measurement; it is original and the result of our thirty years' experience in wood-working.

We know the difference between ordinary kiln operation and ordinary guarantees, and we know you do want dependable guarantees based on real service and tests.

Need we say more?

Grand Rapids Veneer Works

Grand Rapids, Mich. Seattle, Washington
 Western Agents, Greeff Varnish Kilns

known in northern hardwood circles, was in the city on business the latter part of this week.

J. K. North, sales manager of the Wisconsin Lumber Company, Chicago, left this week for St. Louis and other southern points on a business trip. Mr. North reports things moving along very nicely.

William C. Knox, son of J. C. Knox, secretary of the Michigan Hardwood Manufacturers' Association, Cadillac, Mich., has finally realized a long-standing ambition and become one of the famous boys of Jackies in training at the Great Lakes station. Mr. Knox, Sr., was in Detroit recently attending a Michigan hardwood meeting and received a message from his son who was in Chicago at the time, to come to the big city as he was going to join the service. This makes the second son of Mr. Knox who is under the colors, the other son being now abroad in the military end.

Frank Purcell of Kansas City passed through the city this week on his way home from Washington, D. C., where he had with other walnut manufacturers was in conference with government officials on the walnut situation. The walnut work is now lined up in good shape and the government's canvass of the available timber shows it to be far greater in extent than the most optimistic had thought.

Daniel Wertz of Maley & Wertz, accompanied by several of his chums from Evansville, Ind., dropped in at Chicago and is enjoying this summer resort during the visit here. Dan says vacations come seldom with him and he is trying to see everything there is in and about Chicago.

Earl Palmer of the Ferguson & Palmer Company, Memphis, Tenn., was in Chicago last week en route home. He was asked "How is business?" and said: "Have been up north for about a month with my family and forgot there was such a thing as business, and if you will drop in tomorrow or next day I will tell you."

W. A. Ransom of the Gayoso Lumber Company, Memphis, has been spending the last two weeks in and about Chicago, as his family is making this its summer home. He is visiting the various markets and reports a good feeling, but not so much activity as there might be in the demand for lumber. He attributes this, however, to the vacation period, and remarked that their business has been excellent right along.

C. R. Ransom of the same company came north early in the month and spent a week or two with his family in Michigan.

George F. Kerns of the George F. Kerns Lumber Company, Chicago, has just returned from an auto trip to his old home in Illinois, where he went to pick up his family. He reports landing some good orders on the way, and having had a good time. He looks forward to more business as the summer wanes.

F. E. Gary of the Crenshaw-Gary Lumber Company, Memphis, was in Chicago a day last week en route to his summer habitation at Ludington.

J. G. Brown of the W. P. Brown & Sons Lumber Company, Louisville, Ky., came to Chicago last week to confer with some of his district sales managers, including John H. P. Smith of Detroit. The peculiar conditions in the automobile business due to government rulings rather dampen the usual enthusiasm in this trade, although the Brown folks have a good volume of business in various lines. They have a large capacity and their versatile product makes it possible to keep a good amount of orders all the time. Mr. Smith is speaking of progress reported almost complete delivery of June orders to the Michigan trade and is now spending most of his time with his "tin Lizzie" visiting his customers in order not to let the summer vacations and government's orders on automobiles reduce the volume of business.

Major Sam I. Barr of Washington, D. C., was in town. He has been a sort of a guiding angel in lumber deliveries. He reports government conditions very much improved and the lumbermen co-operating everywhere very thoroughly with his department.

< BUFFALO >

An important visitor to this city during the past few days was Charles Evans Hughes, who came here to conduct an inquiry into charges concerning the Curtiss Aeroplane Company. It is claimed that production has not been speeded up as it should have been. Efforts to learn the line of inquiry to be made have been unavailing, as Mr. Hughes has declined to give out any interviews. The aeroplane company is now reported to have a much larger output than a short time ago.

Ernest A. Hazell, a member of the lumber and planing-mill firm of Dolan, Fischer & Teyer, died suddenly on July 24, aged fifty-three years. He was an active member of the Masons, being connected with the Lake Erie commandery. His wife, two daughters and a sister survive.

Lake receipts of lumber have fallen off during the past month, but the stocks of hardwoods so far brought in compare favorably with those of a year ago.

Buffalo has returned to shipbuilding with considerable vigor. The Buffalo drydock has a Welland Canal steel steamer well under way, but to the lumbermen the operations of the Empire Engineering Company, which has built twenty wooden lighters for New York harbor, are most interesting. These boats are in reality only scows without propelling or steering machinery, yet they have to be put up by ship carpenters and calked and completed as if wooden vessels would be. The list is so nearly completed that other work in wood will be looked for at once, though it is probable that some weeks will elapse before the last boat sails. The company has demonstrated that wooden shipbuilding is feasible and it is now looking for similar work for the Erie barge canal.

The housing problem for Buffalo has caused a good deal of vexation to large industrial plants, and an effort is still being made to get the government interested in doing something in the way of helping out the situation, as it has already done at Niagara Falls. The housing committee of the Cham. ex. of Commerce has advised government officials that the number of houses and apartments in Buffalo is entirely inadequate, as the population has increased rapidly in the past year.

O. E. Yeager and M. M. Wall have returned from a fishing trip to Port Rowan, on the north shore of Lake Erie, which they can recommend as a good fishing ground for lumbermen in search of black bass.

W. L. Blakeslee has returned from a two weeks' trip by automobile to New Hampshire. W. A. Perrin is also spending some time on a motor trip to the East.

William P. Betts has been named as chairman of the entertainment committee of the Buffalo Lumber Exchange and will arrange for an outing in the near future.

Increasing business has made it necessary for two of the Buffalo hardwood concerns to enlarge their offices. The Atlantic Lumber Company

recently completed construction of a large plant at Bowling will have an extension completed in about two weeks. About all the hardwood yards are carrying considerable stocks of lumber, and finding it necessary to take additional orders in some cases.

< PITTSBURGH >

The Hoffman Lumber Company, 300 E. 10th, a few months ago in Wilkensburg, is getting ready to move to Pittsburgh, handling a lot of nice business for the big plants in the Erie and Westinghouse suburbs, and is installing a switch from the P. R. R. to the Erie.

President W. D. Johnston of the American Lumber and Manufacturing Company is putting in a very busy season with his shipments of hardwood on government orders. A large part of this is taken from the

plant of the American Lumber Company in Kentucky, the largest hardwood plant in the South. The American Lumber and Manufacturing Company is carrying a large stock of hardwood, and is marketing the same for the Government and for the Navy.

Capt. A. B. Taylor, president of the Dupagne Lumber Company of this city, is getting ready to move to this time. He made a flying visit to the city, and is getting ready to move to this time.

The Government is making plans to be built on Neville Island will be about 1500 feet long. Work on the foundations has already started and more than 2000 men will be built on the south hills above the island to take care of the work.

The McMill Lumber Company, whose slogan is, "Everything in lumber," is getting a fine business from industrial concerns in this city. It is making a specialty this summer of oak flooring and is also doing a nice business in other hardwoods for industrial concerns.

Plans are being made at Harrisburg to establish a series of auxiliary fore-plantations in western Pennsylvania. There are several large tracts which are on important watersheds and which the state proposes to plant with trees. These are located in Cambria, Clearfield, Clinton and other Allegheny mountain counties.

J. N. Woodlett, president of the Aberdeen Lumber Company, believes that the prices of gum and cottonwood are going to keep up strong all the year and may be expected to go higher when fall trade opens up. The reason is that production in the Southwest has been greatly curtailed by the labor shortage and other causes, and that so many hardwood concerns are now making government stocks that there must be large buyers of gum and cottonwood.

The Aspen Lumber Company, according to President H. F. Lomboff, finds industrial demand first class. "It is a question of getting the lumber rather than getting the business or getting good prices for it," he said. Railroad inquiry is also taking a considerable amount of lumber at this time.

The Johnston-Davies Lumber Company is making a specialty of oak this year and is handling a splendid lot of Butler county stock. Mr. Johnston was down East lately and believes that the market will be firm the rest of this year.

< BOSTON >

Embargoes at Norfolk, Potomac Yards and Hagerstown gateways were raised on July 24 to lumber consigned to any New England point except Boston. These cancellations, together with those via the Ohio crossings a few weeks previous, leave practically the whole shipping facilities to this territory unrestricted.

The public service commissions of the six New England states have sent a 5,000 word memorial to Director General McAdoo representing extremely depressing efforts of the application of the recent rate increases to this section. The burden fixed upon industry here by the withdrawing of the differentials and establishing the horizontal advances is set forth at length that the government may be informed of the hurtful results to both trade and traffic if the tariffs are not amended.

L. Arthur Williston of the Lily Lumber Company, Holyoke, Mass., one of the best known members of the up state retailers, died recently at his home.

< BALTIMORE >

Building operations here continue to be on a very restricted scale, the sum added during the month to the year's total for new construction being not more than \$215,000, and there appears to be no prospect that material additions will be made in the near future. This situation is not pleasing to the federal authorities, who foresee increased difficulties in housing the increase in the number of workers employed at the ship yards and other industrial establishments in and about the city. An effort will be made this week to devise means of encouraging the erection of new houses, a conference of builders and federal officials in charge of the housing problem having been called. But after all it is a question of profit and loss. At the prevailing prices of materials of all kinds, with labor scarcer than ever, while all unessential work is being discouraged, private capital sees little or no chance of coming out on the right side on real estate improvements, and money for this purpose is therefore hardly obtainable. It may be up to the federal authorities to provide the means. Meanwhile, it is to be said that apart from the government work done at armaments, at supply depots and other military establishments, with the outlay for extensions to munition plants added, building here is at a low ebb, amounting to not more than \$2,000,000 for the first seven months of the year. At this rate, the total for the year will be perhaps only a fourth of normal. That the city will make large expenditures on public works of all kinds in the next decade is certain. The Maryland Court of Appeals having last week upheld the constitutionality of the annexation act, which added many square miles of territory, with several hundred thousand of population, to the city, paving of streets, the erection of school buildings and other structures, apart from an extension of public services into the annexed section will become imperative. Large quantities of hardwoods are certain to be used.

W. H. Schleyer, who looks after the Baltimore end of the Kosse, Shoe & Schleyer Company of Cincinnati, is on a trip of several weeks in West

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BLISSVILLE, ARKANSAS

MANUFACTURERS

Oak Mouldings, Casing, Base and Interior Trim. Also Dixie Brand Oak Flooring.

As Well As

OAK, ASH and GUM LUMBER

Can furnish anything in Oak, ash dried or kiln dried, rough or dressed

MIXED ORDERS OUR SPECIALTY

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PHILADELPHIA, PENNSYLVANIA

Manufacturers of CYPRESS and GUM

The following stock is in excellent condition, ready for immediate shipment

5/4" No. 2 Com. & Bfr. ASH.....	41,000*
5/8" No. 2 Com. & Bfr. BEECH.....	27,000*
5/4" No. 2 Com. & Bfr. BEECH.....	300,000*
6/4" No. 2 Com. & Bfr. BEECH.....	280,000*
4/4" No. 2 Com. & Bfr. SOFT ELM.....	70,000*
4/4" No. 2 Com. SOFT ELM.....	30,000*
3/4" No. 1 Com. & Bfr. BIRCH.....	81,000*
4/4" No. 1 Com. & Bfr. BIRCH.....	105,000*
6/4" No. 2 Com. & Bfr. BIRCH.....	51,000*
4/4" No. 2 Com. & Bfr. BIRCH.....	17,000*
4/4" No. 3 Com. BIRCH.....	51,000*
5/4" No. 3 Com. BIRCH.....	55,000*
4/4" No. 1 Com. & Bfr. MAPLE.....	35,000*
4/4" No. 1 & No. 2 Com. MAPLE.....	270,000*
6/4" No. 2 Com. & Bfr. MAPLE.....	310,000*
8/4" No. 2 Com. & Bfr. MAPLE.....	10,000*
10/4" No. 2 Com. & Bfr. MAPLE.....	110,000*
12/4" No. 2 Com. & Bfr. MAPLE.....	58,000*
5/4" No. 3 Com. MAPLE.....	105,000*
4/4" No. 2 Com. & Bfr. SOFT MAPLE.....	130,000*

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Of course it is true that

Red Gum

is America's finest cabinet wood—but

Just as a poor cook will spoil the choicest viands while the experienced chef will turn them into prized delicacies, so it is true that

The inherently superior qualities of Red Gum can be brought out only by proper handling

When you buy this wood, as when you buy a new machine, you want to feel that you have reason for believing it will be just as represented.

We claim genuine superiority for our Gum. The proof that you can have confidence in this claim is shown by the letter reproduced herewith.

Your interests demand that you remember this proof of our ability to preserve the wonderful qualities of the wood when you again want RED GUM.

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CONWAY BUILDING 111 W. WASHINGTON ST.
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Hand Mills: Helena and Dlytheville, Ark.; Greenville, Miss.

Harris, McHenry & Baker Co.
LUMBER AND MILL WORK
Empira, N.Y.

November
9th,
1915.

Paepcke Leicht Lbr. Co.,
Chicago,
Ill.

Gentlemen:-

We are using your Red Gum lumber in the manufacture of our high class interior trim and general planing mill work.

This gum is giving excellent satisfaction, being highly graded, soft texture, good widths, and long lengths, also dry, straight and flat.

Respectfully,
Harris, McHenry & Baker Co.

Dict.
RER/LG.

Virginia and other states, presumably to look up walnut timber for government use. The company has for some time made a specialty of this wood, and has been successful during the last year in locating large quantities of it, much being obtained in Maryland. The company has a big assorting yard in Baltimore, and has done an extensive export business via this port; but for the present this is in abeyance.

The Kidd & Buckingham Company, dealer in hardwoods in Southwest Baltimore, in addition to acquiring a large lot of Kingsley street, as an extension of its yard, will erect an office building for its own use. The structure will be of brick, and plans have already been drawn. The company has been adding to its business materially in recent years and has become a worthy successor to the hardwood firms which flourished here in the past.

The selection of Rufus K. Goodenow of the Canton Box Company of this city as one of the representatives of the industry in the different regional districts to facilitate the work of war industries and bring about closer co-ordination, across general satisfaction. Mr. Goodenow has served as president of the Baltimore Lumber Exchange and held other offices, and has long occupied a prominent place in the lumber trade here. Furthermore, he has a host of friends, and enjoys the esteem of his acquaintances like few other men.

The two-story brick office building on Light street, erected by the old lumber firm of George F. Sloan & Bro., and used afterward by the Sloan Lumber Company, but which had been unoccupied for more than a year, since the failure of the company, was found to be on fire August 1 and sustained considerable damage. The structure had a remarkable history in that, after the big fire in February, 1904, when it was resolved to widen Light street, the office, which is quite spacious, was moved back thirty feet or more, just as it stood. Everything inside remained untouched, and throughout the moving the office clock went as regularly as before.

Two of the Baltimore lumbermen chosen to help get out spruce for the War Department on the Pacific coast are Joseph B. Nichols and F. Bowle Smith, both from the office of the James Lumber Company. They have been sent to Vancouver cautious and are already at work.

< CLEVELAND >

D. E. White, formerly of the Federal Lumber Company, has been placed in charge of city and northern Ohio sales at the C. H. Foote Lumber Company, taking the place made vacant by J. A. Walton, who resigned to organize a tool company.

Agreement was reached this week between striking teamsters and lum-

ber and allied interests, and the men are now back at work. The strike, while insignificant in its effects upon the hardwood and kindred industries, because only about thirty men were out, had unusual phases for its inception. The men wanted the different materials they handle classified and rated accordingly. They divided the classes into four—brick and tile, lumber, coal and building supplies. They also wanted recognition of the union and higher wages. The lumber trade, as has been noted before here, is miffed on an open shop plan, and will not be tied down by unionism, although willing to give a square deal in the matter of working condition and wages. As proof of this higher wages were offered at the conference between the employers and the employees, at which Andrew Kelly, in charge of labor disputes in the ordinance department, Cleveland, took part. The increase in wages is five cents an hour. At the same time the union officials waived their claims for classification of material and recognition of the union.

Another twenty-five limited service men have left Cleveland, for Vancouver, where they will join the spruce section of the aviation corps.

< COLUMBUS >

A large crowd of Columbus lumbermen has arranged to attend the annual outing of the Ohio Association of Retail Lumber Dealers and the Union Association of Lumber, Door and Sash Salesmen, which is scheduled to be held at Cedar Point, O., August 9 to 12. Reservations have been made for a larger attendance than usual from all parts of the state.

R. W. Horton, sales manager for the W. M. Ritter Lumber Company, reports a good demand for hardwoods, mostly from factories. Concerns making implements, vehicles and boxes are the best customers. Some buying is also done by furniture factories. Shipping is better and prices are strong all along the line.

Sale of the main plant of the Maloy, Thompson & Moffett Company, Cincinnati, bankrupt lumber concern, Eighth and Evans streets, to G. A. Schacht of the G. A. Schacht Motor Car Company, Cincinnati, for \$14,000 was made by Referee Greve. It is understood the plant will be made an addition to the Schacht company's business. A creditors' meeting has been called for August 19, at which distribution of the proceeds of the sale will be determined upon.

J. C. West, president of the Atlas Lumber and Manufacturing Company, Cincinnati, has disposed of his interests in that company and severed his connections therewith and entered the government war service for the purpose of assisting the head of the hardwood section of the Bureau of Aircraft Production in securing the hardwoods needed in aircraft work which that section is charged with securing.

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OAK TIMBERS

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HARDWOOD LUMBER

BAND MILLS

MEMPHIS, TENN., DYERSBURG, TENN.

VENEER MILLS

MEMPHIS, TENN.

Dwight M. Mahaffey, formerly manager of the Morrall Lumber & Elevator Company, at Morrall, O., is in training to become one of Uncle Sam's birdmen. His address is 4th Caval Squadron, Camp Dix, Dallas, Tex.

It is announced that C. W. Sprinkle will conduct a lumber business under his own name in the Union Trust building, Cincinnati. Mr. Sprinkle and E. M. Bonner have taken over the business of the Atlas Lumber Company, since J. C. West has withdrawn to enter war work. Mr. Sprinkle will look after both concerns.

E. Griffith has recently opened a business in South Charleston, O., dealing in hardwoods as well as yellow pine. He was formerly a traveling lumber salesman, covering territory from Detroit east through Canada and the eastern states.

J. W. Flaig, a son of J. A. Flaig, a lumberman of New Madison, O., has entered the navy after completing a three years' course at the Ohio State University.

Lorenzo O. Kilmer, a son of H. A. Kilmer of Oak Harbor, O., treasurer of the Ohio Association of Retail Lumber Dealers, has been commissioned a first lieutenant in the army.

J. A. Ford of the Imperial Lumber Company is having a good demand for West Virginia hardwoods. Prices are firm in every particular.

George H. Harlow, formerly connected with the W. L. Whitacre Lumber Company, Columbus, has enlisted in the navy and is in the sixth regiment of yeoman stationed at the Great Lakes training school.

INDIANAPOLIS

O. D. Haslett, president of the O. D. Haslett Lumber Company, said last week that government demands for lumber are rapidly consuming the production of the mills in this territory. The government demand is already so heavy, Mr. Haslett said, that if the ordinary retail demands were up to normal the trade would be unable to supply the demand.

A stock of hardwood lumber piled at several thousand dollars was destroyed by fire last week when the Bodell Manufacturing Corporation of Marion was burned. The total loss was \$50,000.

Fallen timber within a six-mile radius of Indianapolis is expected to be used by the Federal Fuel Administration of Marion county during the winter to relieve coal shortages. It is estimated that 50,000 cords of fallen timber can be obtained within a radius of six miles of this city.

The factory of the Whitmore Handle Company of Mount Vernon, Ind., was destroyed by fire last week, causing a loss of \$15,000. The factory was engaged in manufacturing handles to be sent to the Hog Island Navy Yards. Steps will be taken immediately to rebuild the plant.

EVANSVILLE

J. C. Green of the J. C. Greer Lumber Company reports the demand for hardwood lumber strong, while yellow pine has been a little off for some time. He says his company's sawmills in Mississippi had been handicapped for several weeks because of the shortage of labor, but that situation has been relieved some of late. The company's four large stave mills in Tennessee are being operated on good time. The demand for staves is strong. The cotton crop in the southern states is promising and general trade conditions are good.

The West Side Lumber Company has filed a notice with the secretary of state changing its name to the Wolfitt West Side Lumber Company. Charles A. Wolfitt is the manager of the company. The name of the Wolfitt & Lühring Lumber Company has been changed to the Lühring Lumber Company and the manager is Elmer D. Lühring.

Erge Anderson has been appointed manager of the Simpson-Lifton Company at Poseyville, Ind., taking the place of Birge Tilton, who resigned to go to Camp Zachary Taylor at Louisville, Ky.

The Lühring Lumber Company, the Wolfitt West Side Lumber Company, the Pioneer Pole and Shaft Company and the Schutte-Holtman Lumber Company are among the new members of the Evansville Manufacturers' Association that held its final meeting of the summer a few nights ago. The next meeting will be held in September. E. H. Hyman, the secretary of the association, announced that the manufacturers had found a way to combat the drain on the local labor market. He said that many of the manufacturing plants have installed women and girls to take the place of the men who have gone to war and that in most instances the work of the women had proved to be satisfactory.

A large poplar tree, said to be the largest in the state and standing in the form of Carry Morris, near Salem, Ind., was sold a few days ago to the Bassett Lumber Company at Orleans, Ind., for a price reported to be the highest ever for a tree of its kind. The tree is 129 feet high and is 14 feet in circumference at the ground. It is estimated that the tree will yield from 12,000 to 15,000 feet of lumber.

Fire recently completely destroyed the plant of the Whitmore Handle Company at Mt. Vernon, Ind., the loss being about \$15,000 with part insured here. The origin of the fire is not known. The company had such work on large war orders and had enough of these orders to keep the factory busy for several months. It is expected the plant will be rebuilt in a short time. The factory was one of the largest of its kind in this part of the state.

D. B. MacLaren of the D. B. MacLaren Lumber Company says that in spite of the conditions caused by the war his business thus far this year has been larger than for the first eight months of last year and things are moving along all right. Mr. MacLaren returned a few days ago from a visit to Indianapolis and the central part of the state, where he reported trade conditions very alive.

Many lumber manufacturers and dealers attended a recent meeting held at Owensboro, Ky., to form a county organization of the Evansville subdivision of the Cincinnati regional on war contracts. D. C. Stinson, a well-known lumber manufacturer at Owensboro, is the county chairman for Daviess county.

Claude Wertz, son of Daniel Wertz of Maley & Wertz, well-known hardwood lumber concern of this city, will leave within a short time with the selectives for Camp Zachary Taylor at Louisville, Ky. Young Wertz is one of the most popular lumbermen in this section and his going away will add another star to the service flag of the Evansville Press Club, which already has about forty.

The Globe Coal Company, which has several thousand acres of valuable coal land near Sugar Ridge, Pike county, Ind., under lease, has erected a sawmill and will saw the lumber with which to build a town at Sugar Ridge. A large number of houses will be built to house the coal miners and a modern bridge will be built across the Patoka river at that place. Over fifty convicts secured from the Indiana state farm are now working on the grades for railroad switches at Sugar Ridge.

ASHEVILLE

Shippers here are much gratified over the lifting of embargoes to eastern points where it has been necessary for months to obtain permits for shipment. Lumber may now be shipped without permit to points outside Philadelphia, Boston, Baltimore, and New York and not on the main line of the Pennsylvania, B. & O., P. & R. The demand for hardwoods is good and little evidence is seen of the usual midsummer dullness.

Jonathan Starr and others of New York have begun operations on a 50,000-acre boundary near Laxe Toxaway, the lumber to be used, it is stated, by the Emergency Fleet Corporation and the Railroad Administration. They announce that 300 men will be employed. There is much fine oak and poplar on the tract. Much oak will be used for ship knees; the locust will be made into tree nails.

The Bureau of Forest Protection, spruce division has assigned Captain E. Noyes to the territory, with offices in Asheville, to aid lumbermen in hastening production and shipment of clear spruce for airplanes.

LOUISVILLE

While the general demand for hardwoods has been quiet as seen during the past month as it was prior to that time, as a whole midsummer business has been extremely good. One large operator stated that on small lots he had been holding for his prices, and had been getting them without difficulty. One car of three-inch elm which had been in stock for a year or more was finally sold, but within a week after the sale the car could have been sold for \$2 per thousand more than it was actually sold for.

R. R. May, secretary of the Louisville Hardwood Club and manager of the Louisville branch of the Southern Hardwood Traffic Association, has taken the examinations for a course in the Field Artillery Officers' Training School at Camp Taylor, has passed the examinations, and expects to be called upon to report within a few days. Preston Joyce of the W. P. Brown & Sons Lumber Company has applied for the same service. Both men are married and have children, but are anxious to enter the fray.

Barry Norman, head of the Holly Ridge Lumber Company, has motored to Camp Shelby, Miss., where he will spend a few days with his son, Colgan Norman, who is in the service. The latter expects to leave Camp Shelby shortly, and has hopes of being included in one of the next quotas for France.

J. Van Norman, legal representative of the Southern Hardwood Traffic Association in most of its interstate commerce cases, has been made chief of the Jefferson county division of the American Protective League, a national organization subsidiary of the Department of Justice. Offices have been opened at room 510 Starks building, with F. F. Gilmore, Jr., secretary of the league, in active charge. The principal work of the organization will be that of detecting traitors and persons guilty of violation of the espionage act and other laws relative to conduct in war times.

The Frey Planing Mill company has recently installed three large motor trucks to aid in handling deliveries of lumber locally. The company at present is busy on a nice contract for bungalow construction for the Standard Oil Company's new refinery at Louisville.

Raymond Jones, formerly with the Mengel Box Company but for the past year with the 151st Ambulance Company at Camp Shelby, where for some time he has been a corporal, has been transferred to Camp Taylor, Louisville, where he enters the Officers' Training School.

The Central Lumber Company, Indiana, Ind., has purchased at a price of about \$25,000 a tract of more than thirteen inches in diameter on the famous Hillman tract of nearly 5,000 acres near Caldwell, Ky. The sale was made through Col. George L. Berry of the Pressman's Home, Tenn. The Hillman tract, which was in litigation for several years, is one of the most valuable timber tracts in western Kentucky.

W. H. Bossett & Co., Orleans, Ind., recently purchased a monster poplar tree on the Carey Morris farm at Salem, Ind., at a cost of \$900. The tree is estimated to contain 12,000 feet of lumber, is over 100 feet in height, and under thirty feet in circumference at the base.

The North Vernon Lumber Company, North Vernon, Ind., has been issued a building permit for improvements to its Louisville yards. The improvements will cost about \$3,000.

Bodley Booker, secretary-treasurer of the Booker Box Company, has been accepted as a candidate to attend the Field Artillery Officers' Training School at Camp Taylor, Louisville. Last month Mr. Booker went to Chicago, where he endeavored to enter the Great Lakes Training School.

Suit has been filed by the Louisville & Nashville Railroad Company against the W. P. Brown & Sons Lumber Company, Louisville, for claimed damage of \$125 on four cars held in transit last winter on account of congestion. It is alleged in the suit that one of the cars was delivered on defendant's switch, consigned to the Bickel Asphalt Company, and when emptied was seized and loaded by defendant company and consigned to Lancaster, Pa. The carrier took the car as far as Cincinnati, but claims it was unable to take it further due to embargoes on connecting lines.

The Southern Hardwood Traffic Association has moved its offices from the third floor of the Starks building to larger quarters at 1200-1201 Starks building.

C. M. Soars of the Edward L. Davis Lumber Company is now practically settled at Mobile, Ala., from which point he is handling the company's southern operations. Soars moved his family to that point, as he was on the road so much that Mobile was a better location for him than Louisville.

J. S. Thompson, assistant manager of the transportation department of the Louisville Board of Trade, has left that organization to go with the Southern Hardwood Traffic Association at the Memphis office. Mr. Thompson at various times has been with the Louisville & Nashville and Illinois Central railroads, having been stationed principally at Louisville, Chicago and Memphis.

William A. McLean, president of the Wood-Mosaic Company, New Albany, Ind., was recently appointed representative of the manufacturing interests of the city on the Community Labor Board, at a meeting of the manufacturers at the Chamber of Commerce. State Senator M. C. Thomas, county director of the United States Employment Service, explained the nature of the work. Ferdinand Kahler, Jr., of the Kahler Manufacturing Company, is a member of the committee which will state the labor requirements of the New Albany employees.

C. B. Stafford, manager of the traffic department of the Louisville Board of Trade, has been appointed by Freight Director Prouty a member of the Louisville district freight traffic committee, to represent the general shipping and consoling public. The Louisville committee will be under the jurisdiction of the Southern General Committee. The appointment of Mr. Stafford represents one of the few instances where membership on a railroad freight traffic committee, charged with future adjustment of rates, has been extended to a representative of a shippers' organization.

J. G. Wells and others of the Whitesburg, Ky., district, have purchased a quantity of oak and poplar trees in the Pine and Black Mountain districts of Kentucky and Virginia, east of Whitesburg, and plan immediate developments according to reports from Whitesburg.

Indications are that considerable improvement will be shown in terminals in Louisville and improvement in handling traffic on the K. & L. Bridge & Terminal Company completes big improvements to its yards, and the Pennsylvania system completes double tracking its Louisville bridge, and new terminals north of Jeffersville, Ind. The K. & L. handles switching for the Southern, Monon and several other lines.

TEXAS

The Gates Handle Company is erecting a small cutting mill near Hemp Hill in Sabine county to keep its mill at Beaumont supplied with hickory. It owns between 150,000 and 200,000 feet of hickory in that district, but found the steel on the Tall Timber tram too light to accommodate its cars. To overcome this difficulty the supply mill will work the logs up into length and will have a capacity of 125 dozen handles a day.

J. A. Laird, who was connected with the Sabine Tram Company for five years previous to the United States' entering the war, has been appointed manager of the lumber assembling plant established by the government in Beaumont. A two-story office building has been erected in the park the city of Beaumont gave the government free use of and three switch tracks are being laid for the economical handling of the timbers. The yard will have a capacity of 20,000,000 feet, and is used for the purpose of relieving the mill yards of timbers the shipbuilders are not ready to take.

Henry Piaggio, lumber exporter, launched the 3000-ton bark "City of Dallas" in Beaumont July 30. The vessel will be towed to Orange to be equipped with rigging and auxiliary power.

J. J. Schultzeiger, former manager of the Lone Star Ship Building Company, has purchased the equipment for the Piaggio ship yards in Beaumont and will begin the construction of six wooden barges for the government at once. He leased additional water front from the city and will have room enough to construct six additional ways, making eight in all. Mr. Schultzeiger was assured by Jas. O. Heyworth, head of the wooden

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ship building department of the Emergency Fleet Corporation, on his recent visit to Beaumont, that he would have the contract for six barges ranging in capacity from 2500 to 3500 tons to begin with, and these contracts would be as plentiful as his ability to turn them out.

Lumbermen predominate on the Beaumont board of the resources and conservation section of the War Industries Board, and the work of changing and equipping the industrial plants from non-essential to essential production in the prosecution of the war will fall largely upon their shoulders. The district is composed of the lumber producing counties of Jefferson, Orange, Harlan, Liberty, Chambers, Newton, Jasper and Taylor. Those not engaged in the lumber industry directly are connected with supply houses.

Beaumont has recently been honored by a visit of the heads of the wooden ship building division of the Emergency Fleet Corporation, and they were entertained at the Country Club, Ben S. Woodhead, president of the Beaumont Lumber Company and also head of the Chamber of Commerce, acting as toastmaster. Jas. O. Heyworth informed the Beaumont shipbuilders and lumbermen that no uneasiness might be felt over wooden ship construction for he felt safe in assuring them that they would have all they could do, not only for the duration of the war, but for at least five years thereafter. He said that the government had no intention of allowing a single way to remain idle, and the recent order for 200 barges of capacities of 2500 and 3500 tons would be placed largely in the South.

H. G. Pattee has been appointed traffic manager of the Sabine Tram Company and allied interests and will enlarge that department to take care of the growing business of the concern. He was formerly with the Interstate Commerce Commission and later with the Gulf Coast lines, being ranked as one of the best posted traffic men in the state.

Rox Browne, manager of the hardwood department of the Beaumont Lumber Company, is making a tour of the northern hardwood consuming districts.

With a total of \$107,624 for the month of July, building permits for the first seven months in 1918 for Beaumont aggregate more than \$1,000,000, approximately equal to one previous year in the history of the city. The corporate limits have not been extended for several years and at least that much building has been going on outside the city limits which is not included in the above totals. The major part of the construction has gone in frame residences, they having been constructed during the present year at the rate of about three a day.

Bank clearings in Beaumont for the month of July amounted to \$5,538, 524 against \$4,906,638 for the corresponding period in 1917.

◀ ARKANSAS ▶

E. D. Plant and George H. Vogel of Jacksonville have purchased the timber on 1645 acres of land on the Black River, near Paradise, Ark., from Harvey Brothers of Swifton. The purchasers have sawmills in the vicinity of the tract and the timber will be cut off for commercial purposes. It consists mainly of oak and other hardwoods.

The Allen Lumber & Box Company recently sustained a loss estimated at \$20,000 by the burning of the company's sawmill and box plant at Nashville, Ark. The fire is said to have originated from a trash pile. Only by hard fighting were the members of the fire fighting company able to prevent the flames from spreading to the nearby buildings.

The Union Sawmill Company of Huttig, Ark., recently sustained a loss estimated at \$40,000 to \$45,000 on account of a fire which destroyed its planing mill, power plant and a large part of its sawmill. The change of the direction of the high wind which was blowing is credited with the stopping of the flames, which otherwise would probably have spread throughout the entire plant. This is the first fire of any consequence that this company has sustained in its more than fifteen years of continuous operation at that place. The loss was partially covered with insurance.

◀ MILWAUKEE ▶

The Kreiter Manufacturing Company, Milwaukee and Marinette, Wis., a large manufacturer of pianos and phonographs, has earned deeds to the real estate and factory which it has been occupying for the last seven years in Marinette by meeting all of the conditions named in its agreement with the local Chamber of Commerce. The Kreiter company agreed to spend \$200,000 in wages to employes resident in Marinette during a seven year period beginning April 8, 1911. At the conclusion of the period it was found that the actual wage disbursement was \$312,258, and the total for wages, salaries, cartage, etc., was \$327,817, not including \$11,627 paid for local taxes. The Marinette chamber awarded the property from the defunct A. W. Stevens Company at foreclosure sale for \$19,978 and feels more than amply repaid in its bargain with the Kreiter company.

The Welch-Smith Lumber Company, Bayfield, Wis., has contracted on side-cable dillently with forest fires in its logging camp in the Sand river district during recent weeks, but actual losses have been kept to a minimum by energetic work.

The John Schroeder Lumber Company, Milwaukee, has been awarded a contract to furnish all lumber and timbers required for the new plant of

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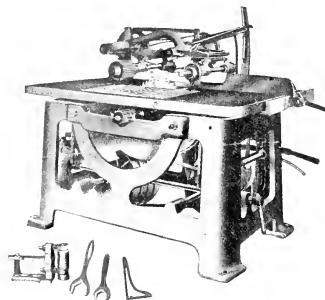
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the Downing Box Company, Milwaukee, which will be 100x400 feet in size, and one of the largest mill constructed buildings to be erected in Milwaukee in years.

The Leatham & Smith Company, shipbuilder, Sturgeon Bay, Wis., is greatly enlarging its facilities to handle a \$1,000,000 contract for six wooden tugs for the Emergency Fleet Corporation. Keels have been laid for three and the remainder will be laid within three weeks' time, delivery of the first three being specified for May 1, 1919, and the others on June 1 next. A large amount of oak and other hardwood timber and lumber is required for the project.

The Northern Wood Products Company, Glendon, Wis., formerly the Lee Handle & Bowl Company, Merrill, Wis., is planning to rebuild its plant, destroyed by fire on July 19, with a loss of \$20,000 or more. New equipment is being purchased and it is hoped to have the new factory in running order by October 15 or November 1. W. A. Thomas is general manager.

The Chas. W. Fish Lumber Company, Antigo, Birmahwood and Elcho, Wis., which recently lost its planing mill at Elcho by fire, narrowly escaped the destruction of the sawmill at Birmahwood. Fortunately an early morning train crew discovered the blaze, which started in the boiler house, and the plant was saved with a nominal loss.

Swelling construction at Mayville, Wis., has been given a "boost" this year by the action of the Northwestern Iron Company, Milwaukee, in building about fifteen dwellings for employees of its iron mines and blast furnace plant at that point. Other interests are building fifteen to twenty homes additional.

The Jenkins Machine Company, Sheboygan, Wis., which recently took over the entire woodworking machinery business of the Falls Motors Corporation, Sheboygan Falls, is erecting a plant addition costing about \$25,000 with equipment. The Jenkins company builds woodworking tools and machinery exclusively.

The Randolph Wagon Works, Randolph, Wis., did a volume of business amounting to \$100,000 during the last fiscal year, and expended \$50,000 in wages and salaries, according to reports read at the annual stockholders' meeting. J. L. Hockstutz and all other officers were re-elected.

The Rice Lake (Wis.) Lumber Company shut down its sawmill all day Tuesday, July 23, in honor of the large number of young men, many of them mill employes, who left for army cantonments on that day.

The Phoenix Chair Company, Sheboygan, Wis., is making alterations and improvements in its plant which will cost about \$5,000.

That Oshkosh, Wis., is well equipped with woodworking facilities to aid the government is indicated by a survey recently made for the purposes of the division of resources and conversion of the War Industries

Board. The list includes twenty-four factories which can handle any and all requirements in woodworking.

The Sawyer-Goodman Company, Marinette, Wis., recently loaded a record car of lumber at its No. 2 mill in that city. The car contained 42,000 feet of assorted lumber and was shipped over the Chicago & Northwestern.

Matthew P. McCullough, Wausau, Wis., general manager of the Brooks & Ross Lumber Company, Schofield, has been elected chairman of Section 2, comprising Marathon, Lincoln, Langlade and Shawanaw counties, of Region No. 17, for the purposes of the conversion and resources division of the War Industries Board. The district embraces some of the largest hardwood mills and factories in the North.

Charters of about twenty-five large manufacturing concerns doing business in Wisconsin have been placed in jeopardy by an important ruling of the attorney general to the effect that foreign corporations with capital stock having no definite par value set on each share cannot be licensed in this state. All concerns affected have been asked to file briefs, and a general hearing will be held soon to give the companies an opportunity to comply with the laws with the least inconvenience and embarrassment. The question arose when the secretary of state asked for information upon which to base the license fees for admission to Wisconsin of foreign corporations whose shares have no par value.

Charlotte Street Tibbitts, widow of Frank L. Tibbitts, who was one of the most prominent lumbermen of Wisconsin, died July 26 at her home in Milwaukee, at the age of seventy-three years. Her late husband founded the Tibbitts-Cameron Lumber Company, of which her son, Fred Page Tibbitts, is now president and treasurer.

A pledge to "stick to their jobs" for the duration of the war has been taken by approximately 20,000 men and women employes of Milwaukee concerns engaged in the manufacture of material, machinery, equipment, supplies, etc., for the Emergency Fleet Corporation, United States Shipping Board.

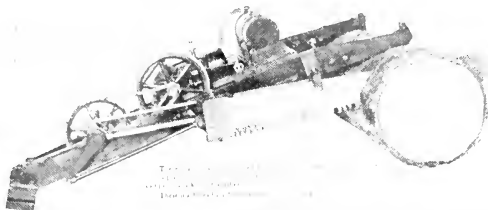
Louis B. Lamb, for many years engaged in the lumber commission business at Stevens Point, Wis., passed away July 24 after a long illness from Bright's disease. He was sixty-nine years of age.

The death of Peter Hanson, a pioneer timberman and lumber operator of the North, occurred July 30 at his home in Wilson, Menominee county, Mich. He was born in Norway and would have been ninety-one years old on August 8. Mr. Hanson came to America in 1848 and located at Milwaukee, later going to Manitowish and Green Bay. He then transferred his activities to the upper peninsula, becoming a leading lumber operator of Menominee county. He was stricken blind about fifteen years ago.

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The Hardwood Market

< CHICAGO >

Quietness in the local market, together with the result a slight softening in some quotations, is noticeable at present. What has been said in the past few issues of *Record* in relation to the stock, namely, that cardboard buyers not working in the lumber trade, both to go ahead with purchases of more than is absolutely needed to carry them through from month to month. The heavy shipping line lately preceding the freight increase was helped by an advance in price of that time factories stocked up with generous quantities of inventory. The new orders are not so plentiful as they were although the demand for stock sold has not fallen off to the danger point. Large wood yards which could do so, have bought up heavily ahead, anticipating a difficulty in getting lumber supplies due to growing fear of a possible car shortage.

Local wholesalers report no orders for building, many quotations being at very low prices. A close check on the office orderings which shows that as usual they come from the retail user, those who are compelled to take over a portion at least of the common amount running expenses.

The truth of the matter is that the market is off and prices are showing a slight similar reaction, but with the transportation comes of the actual shortage of hardwood stocks and the impossibility of manufacturing to meet the demand, the opposite side will take place and it may be anticipated that by the full month the market will be strong as ever.

< BUFFALO >

The hardwood demand is again on the rise and some are quite busy. The chief attention of most buyers is on the stock, for it has been coming in heavily during the past few weeks. The lumbermen have about the 12,000,000 and the consumers have several years, and in some cases the largest they have in a long time. There is no doubt expressed as to the advisability of carrying some amount for everything points to heavy demand sooner or later and the timber is in process. In fact, everything now is on the rise and customers are not taking exception as a rule to paying the increased figures.

Among the wood, most in demand are oak, maple, cypress and ash, and the chief buyers are of course the munition plants, which have good orders ahead. Non-essential industries are not taking much stock, as they are in an uncertain position, with the probability of having to close down in the near future. But the number of concerns which need lumber is large and seems to be increasing. So long as the war lasts, the wholesalers expect a steady and big demand for lumber, and with car shortage likely to be serious this fall they look for good business from the local yards.

< PITTSBURGH >

Mid-summer trades many wholesalers away from their offices. In general office orders are broken up very badly this year by the drafts and the general change of employment. For this reason a lot of wholesalers are sticking close to home. Business in hardwoods is confined chiefly to the industrial and manufacturing trade. Yard business is very poor. It is the steel plants and other big manufacturing concerns that are taking hardwood for construction purposes that make the bulk of the business. Manufacturers of furniture, and especially automobile makers, are buying very much less hardwood than usual at this season. Mining trade also has fallen off considerably. Prices of hardwood are firm. Stocks are not over-holding because of the country mills, and it is thought that with the big government demand for lumber, quotations may go even higher before October.

< BALTIMORE >

Some members of the hardwood trade have experienced an easing off in the orders for lumber and attribute this check in the movement to the failure of the retail contractors upon the railroads which resulted in the placing of consignments of lumber awaiting long days, when a buyer would place orders with several days in the hope that at least one of the shipments would get through. The retail orderings are now being delayed and the number of the consumers are rather suddenly increased more or less beyond the requirements. This distresses the buyers to hold off with new orders. The general situation is not unfavorably affected and there is every prospect that the market will soon be as numerous as before. The strength of the market has not suffered any impairment. The range of prices remains as before, except the increase in the railroad freight rates having been promptly paid on the cost to the buyers of hardwood. Some price adjustments are made necessary from time to time, if a good money market, the stocks in general now increase, and nothing less developed to



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indicate that this condition will undergo a material modification. So far the hardwoods remain freer from government regulation and control than some other divisions of the trade, which is due to the circumstance that the needs of the federal authorities do not lie in the direction of oak, ash and other woods, and to the fact that such needs as do assert themselves are promptly met, and there is no occasion for government control. With regard to such woods as walnut, it may be said that the government is almost the only customer, furniture and other manufacturers who use hardwoods having apparently suspended the movement in the direction of this wood, which had gained some momentum prior to the war. But there are members of the trade who feel less assured on the subject of federal control, and who incline to the view that hardwoods also will be taken over to help conservation of labor and transportation. The trade is in comparatively good shape in consequence of the improvement in shipping. It is possible to obtain cars, with a prospect that a shipment will be on the road only a little longer than when normal conditions prevailed.

← BOSTON →

The low state of mill stocks is brought out plainly to the dealers by small lists received, and this fact is now more prominent that the whole trade is pushing for shipments since the recently opened rail lines admit of loading out what is ordered. The meagre amounts on hand here and the probably short duration of free traffic is stimulating buying with the logical consequence that the already "impossible" prices have taken another step up. The common economic practices in such conditions do not seem to prevail, and the market gives every evidence of being well maintained so far as values are concerned.

← CLEVELAND →

About the only hardwood demand in this market in the last fortnight is heavy stock that is required in direct war work. Automobile body and truck manufacturers, and industrial plants that must be rushed up in a hurry, offer practically the sole means of outlet, and in these directions it can be said there is a good demand. In fact sellers report they can sell as much of this material as they can obtain. The material required mostly is white oak, although some other lines, like ash, are also moving fairly well. Two and one-half-inch and three-inch stock seems to be the most popular. Furniture manufacturers have come into this market to a larger extent of late, and there are prospects for some of the lower grades of hardwood being taken up more readily. So far the principal outlet in this direction is in popular, but holders fear this is getting so high-priced that consumption may be more limited. Small hardwood sizes are going into store fixtures and the like. The main business, that of house finishing, is still lacking, and although prospects are for an improvement, as the government now seems to be more inclined to favor housing construction here, actual business is still far off. Contrary to expectations, there does not seem to be a keen desire on the part of sellers to do business. Several interests point out that stocks of all hardwoods are below normal here, and although receipts of late are better, they do not make for large increase in yard holdings. So to a certain extent the trade is satisfied there is no large demand to meet at present.

← COLUMBUS →

The hardwood trade in Ohio territory continues active in every respect. Buying by factories is the best feature of the trade. Concerns making boxes and implements are good customers. Orders are also received from furniture and vehicle makers. Some factories using hardwoods are trying to accumulate a surplus stock. Buying on the part of the retail trade is not so active as formerly, due largely to the lull in building operations. Some building operations are going forward and lumber is required. Retail stocks are only fair and orders from the trade are principally for certain items to fill in broken lots. Building operations tend largely to factories, apartments and remodeling.

Shipping facilities have been improved and little complaint of delay is heard. The car supply is much better and embargoes are not so numerous as formerly. Mill stocks in the producing sections are not large, according to reports received by local jobbers. Collections are fairly good.

Prices are firm at former levels, and every change is towards higher levels. Quartered oak is moving well and demand for plain oak is fair. Poplar is moving well, especially the lower grades, and the entire price list is firm. There is a good demand for basswood and ash. Chestnut is firm and other hardwoods are unchanged.

← INDIANAPOLIS →

Car shortage is causing the hardwood trade of Indiana great difficulty. Also comes this news from some of the mill shippers in most sections, manufacturers stating that they have been unable to get cars, not only for a major part of their deliveries, but also for the hauling of logs from the mills. The situation became so serious about ten days ago that Governor James P. Goodrich sent a member of the Indiana Public Service Commission to Washington with orders to remain there until the situation could be improved in Indiana. This action was taken following the receipt of complaints from many classes of shippers. Railroad officials report that they have received orders to send practically all of the surplus sup-

ply of empty cars to handle the lumber. The logical explanation for the orders in this category?

The present war shortage of lumber in the South had not the majority of manufacturers had no summer shipments earlier in the year. Many manufacturers took the advice of the Government's emergency might arise. The trade is hopeful that the war situation will improve before the end of the fall in order that there will be a normal supply of logs for winter use.

Although building operations are slow, reported building in Indianapolis during July was the best since the armistice was declared. Most of the building permits which have been issued have gone into the construction of additions to industrial plants.

There has been little change in the prices and practically all lines of hard wood are selling strong. Collections are improving.

◀ EVANSVILLE ▶

Trade with the hardwood lumber country west of Evansville and southern Indiana has been very quiet during the past few weeks and Indianapolis points to a real lull for the coming August and September. The Columbia street plant of Macy & West has been closed down several days in order to make needed repairs. The plant of the Evansville Board Mill Company is running, although the company is having a hard time to get all the logs that are needed. Joseph W. Williams, manager of this company, says he does not look for much relief in the log situation until the men in the South who get out of the woods through laying by their crops. A good deal of buying is reported for timber delivery, though many orders are for immediate delivery. Manufacturers say it is no trouble to sell lumber now and their prices do not seem to bother the buyers. The demand for the best grades of hardwood lumber continues good and inquiries are numerous. In fact the local situation is a great deal better than it was thirty days ago. Gum is in better demand now and prices are tending upward. All prices for the best hardwoods are holding firm. Collections are good. Most of the wood consuming plants in Evansville, Henderson, Ky., Owensboro, Ky., Tell City, Ind., and Jasper, Ind., are being operated steadily in spite of the labor shortage. Wood consuming plants are installing women wherever possible. It is expected the draft will take a great many more men from this section during August. Building operations have picked up little during the past month. Planing mills report a little repair work, but outside of this they have practically nothing to do. It is not expected there will be much building the balance of this year. Soft and hard pine is doing better than ever. The trade is rather sluggish and has not been for several months. Veneer manufacturers say trade has been good. Lumber manufacturers say their trade is just about normal now. General trade conditions are a little better than six weeks ago.

◀ LOUISVILLE ▶

Early August finds the hardwood market in fairly good shape. The demand for lumber is not quite so active as it was a month ago and demand are about equal, and mills are being run to keep somewhat on back orders. Log cuts are getting somewhat smaller, as are also box cars and gondolas. It is also reported that the mills have more than they have been to for some months. The labor situation is a little better than it has been, but is somewhat worse just now than in Kentucky and some sections of the South, due to heavy draft of the reserves. With the starting of the outdoor picking season in the south, it is expected that the labor shortage will become much more serious than at any previous time.

At present the demand is excellent for all thick stocks popular, especially F&S and sap to drift. Both are continuing coming for No. 1 common, and all low grades are selling at good prices. Gum is slightly better than it has won in the better grades, but low grades continue in big demand. Oak and ash sales are very generally good, with hickory active and some demand for one of the best grades for making low grade table tops, desk tops, etc. The demand for lumber has been in some demand. Walnut has an excellent demand, as continues very active, with midgrades in good demand. There is a constant orders for airplane stock and gunstocks have received some attention, walnut being on the market and manufacturers are getting orders for 2 1/2 inch dimension walnut with the same cost as formerly. The market is somewhat overloaded.

◀ MEMPHIS ▶

The hardwood market here is expected by some members of the trade as rather irregular but, as a general rule, demand is broadening, with indications that further expansion of business in the near future. It is emphasized that the large amount of hard wood lumber purchased by consuming and freight rates are expected to offset the advance of 25 per cent in freight rates, and that 25 per cent has been pretty well met in some demand. Walnut has an excellent demand, as continues very active, with midgrades in good demand. There is a constant orders for airplane stock and gunstocks have received some attention, walnut being on the market and manufacturers are getting orders for 2 1/2 inch dimension walnut with the same cost as formerly. The market is somewhat overloaded.

AMERICAN LUMBER & MFG. COMPANY

PITTSBURGH

PENNSYLVANIA

Exclusive Selling Agents

Lenox Saw Mill Company

Lenox, Ky.

PRODUCERS OF

LENOX LUMBER
 KENTUCKY TOP-NOTCH HARDWOOD
 SOFT TEXTURE
 WHITE OAK and POPLAR



Have you seen any better Walnut logs than this?

THEY all grew right in Indiana where hardwoods have always held the choicest farm lands. The best growth of timber as well as the best yield of wheat comes from good soil. The soundness of the log-ends shows that they fed on the fat of the land. My

Indiana Oak
 comes from the same soil

CHAS. H. BARNABY
 Greencastle, Indiana

Don't get the impression that we handle Oak Flooring only. We are now piling on our yard, a large stock of

HARDWOOD LUMBER

all grades and thicknesses. Unexcelled facilities for Kiln-drying and surfacing.

Write or Wire your inquiries

**MEMPHIS HARDWOOD
FLOORING COMPANY**
MEMPHIS, TENN.

Mutual Fire Insurance

Best Indemnity at Lowest Net Cost
Can Be Obtained From

- The Lumber Mutual Fire Insurance Company, Boston, Mass.
The Lumbermen's Mutual Insurance Company, Mansfield, Ohio.
The Pennsylvania Lumbermen's Mutual Fire Insurance Company, Philadelphia, Pa.
The Indiana Lumbermen's Mutual Insurance Company, Indianapolis, Ind.
The Central Manufacturers' Mutual Insurance Company, Van Wert, Ohio.

CINCINNATI

Hardwood Manufacturers and Jobbers

OHIO VENEER COMPANY
Manufacturers & Importers FOREIGN VENEERS
2624-34 COLERAIN AVENUE

C. CRANE & COMPANY
Manufacturers of Hardwood Lumber, Oak & Poplar especially
Our location makes possible quick delivery of anything in timber and hardwood lumber

The Tegge Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties

OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

those incident to increased cost of production or increased cost of transportation. Manufacturers appear to be willing to accept ruling quotations. They are not disposed, however, to shade these in the least. Stocks are still considerably broken in oak and gum, as well as in some other items, through excess of sales and shipments over production.

Oak is particularly strong, with an excellent demand reported for all grades and descriptions. Offerings are relatively light. There is also a splendid call for gum and this lumber, in both plain and quarter-sawn stock, is moving in considerable volume. Cottonwood is in good demand in both the higher and lower grades and, although the ash market is decidedly somewhat cooler by some members of the trade, the general view seems to be that there is no weakness whatever and that any slight excess in offerings at the moment will quickly disappear. Moreover there is a suggestion that new uses will be found for ash in the manufacture of certain equipment needed by the overseas forces and this is tending to strengthen the views of holders to a considerable extent. So far as the majority of ash manufacturers are concerned, they are asking full quotations and report that there is little, if any surplus.

Cypress is in fair request. There is an excellent call for hickory white dimension stock in this material is wanted in considerable quantities. There is a fair demand for elm and maple.

— < ST. LOUIS —

The hardwood situation has been rather quiet recently, but the demand has been sufficient to keep prices firm. As this is the season when trade is generally dull, dealers are fairly well satisfied with the orders they are getting. Shipping facilities are a little better, but there will be more trouble in moving stock later on when the grain movement starts. Then, too, labor troubles will become more complicated, consequently buyers should take warning and make an effort to place their orders now. Most of the shippers still have many unfilled orders on their books. There continues to be a call for special stuff with a better demand for factory requirements. Not much of a change is seen in the cypress market. A fair volume of business is reported, but mills cannot accept all orders. Stocks are very much broken. Government requirements have caused a few of the mills to limit their outside business.

— < BEAUMONT —

The hardwood market is more dependent upon labor than buyers, and from all accounts this condition is general over the southern district. While the market could be described as quiet, the labor condition is most disquieting and giving millmen and wholesalers great concern. They are forced to look orders with caution and are very careful about promising future deliveries unless they have some assurance that the mill will be kept in operation. Only one hardwood mill has closed down entirely from that cause and it has not operated since July 2. While some of them have turning out a maximum production, they secure all the help they can and trust to providence for results.

Low grades of gum have been in good demand for several days, but the better grades have not fared so well. Oak is slow on the market and shipments would be up to normal but for the absence of labor. The car situation has begun to feel the effects of the crop movement.

The rice farmers of Texas and Louisiana have made arrangements through the Southern Rice Growers' Association to import from 2000 to 3000 Mexicans to harvest the present crop and the lumbermen are figuring on some relief from the labor shortage through this source. It will take only a few weeks to get the rice crop out of the way and then the experiment can be tried on a big scale. Millmen claim that Mexicans do not make the best of hands, but may help some in the woods, where they can take their own time. In mill work they are rather slow with modern machinery, and only in rare instances can they keep their end up with the regular crews. Some of the lumbermen feel that the possibilities are worth looking into and many shortcomings will have to be overlooked if they expect to keep running.

— < MILWAUKEE —

The local consumption of hardwoods is expected to grow to large proportions as soon as the War Industries Board completes preliminary work in the direction of utilizing the extensive woodworking facilities of Milwaukee and vicinity under its general program of converting ordinary industries for war work. The Wisconsin organization of the War Industries Board is rapidly completing surveys to determine just what facilities are available. Up to this time no extensive use of the facilities has been made, but the overcrowded condition of eastern industries is making it necessary to take advantage of the capacity of middle-western plants to produce adequate war supplies of all kinds. In the meantime the demand for northern hardwoods continues broad and generally urgent. Eastern consumers are taking practically all supplies they can get. Shipments are going forward at a brisk rate, as the car situation is good. Sawmill production is well maintained in spite of the drain of the draft upon working forces, which accentuates the already acute shortage of labor. Summer logging operations are being carried on in many sections with good results, and offsetting to some extent the somewhat smaller input of logs last winter, due to the severity of climatic conditions and the lack of an adequate supply of men for the camps.

CLASSIFIED ADVERTISEMENTS

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Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYEES WANTED

WANTED—AN EXPERIENCED

Sawmill stenographer and office assistant. Either sex. Must be good stenographer and ambitious. Give references and full information in first letter, in confidence. LENOX SAW MILL CO. Peoples Bldg., Pittsburgh, Pa.

WANTED—SALES MANAGER

By hardwood lumber manufacturers. One who has experience and ability required. Address "BOX 82," care HARDWOOD RECORD.

WANTED—GOOD SAWMILL MAN

Who will take contract for sawing of about 12,000,000 cottonwood by thousand feet. Must have money enough to put in mill. Will pay as lumber is cut by thousand. Address "BOX 85," care HARDWOOD RECORD.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

5-600 cords good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEORGE W. HARTZELL, Piqua, Ohio.

WANTED—BLACK WALNUT LOGS

For Government Work.

Will inspect when loaded and pay cash.

THE STEELE-ALDERFER COMPANY,

Cuyahoga Falls, Ohio.

WANTED

Quarried White Oak Plitches.

NATIONAL VENEER & LBR. CO., Indianapolis, Ind.

WANTED—QTD. WHITE OAK FLITCHES

Must be properly manufactured, of good texture, quality, etc. Will inspect at mill and pay cash. DEANSPICKER CO., 2245 So. Crawford Ave., Chicago, Ill.

LUMBER WANTED

WANTED TO BUY

Hard and soft wood Slabs and Edgings, 12", 16", 24", 30" and 48" for fuel wood. Also Charcoal. Write COVEY-BURHAM COAL CO., 431 S. Dearborn St., Chicago.

LUMBER WANTED FOR GOVERNMENT WORK

The almost daily Bulletins of the Lumbermen's Bureau, 509 Munsey Bldg., Washington, D. C., contain rush inquiries for all character of Hardwoods for government departments and government contractors with lists of new contractors, prices, etc. Write for free sample bulletins.

MANUFACTURERS TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.

R. H. CATLIN CO.,

Equitable Bldg., Wilmington, Del.

WE DESIRE PRICES ON

twenty (20) cars of 4 1/4 No. 3 common or good cull Hardwood (ear door boards), rough or surfaced to 7/8" x 5" and wider, 6, 7 and 8 ft. long. Prices to be f. o. b. Shamokin, Pa., and Scranton, Pa., rate of freight. THE KULP LUMBER COMPANY, Shamokin, Pa.

WANT

5 to 10 cars 4 1/4 No. 3 Gum.

State best price f. o. b. mill.

PARKER KELLORIG LBR. CO.,

Chicago, Ill.

CLEAR QTD. WHITE OAK

1 1/2 x 5 x 22" to 25"

1 1/4 x 5 1/2 x 16" to 22"

1 1/4 x 5 3/4 x 16" to 22"

Will consider offer on random widths.

WISCONSIN CABINET & PANEL CO.,

New London, Wis.

LUMBER FOR SALE

BIRCH LUMBER

When you are buying

BIRCH

consult us. We have it

JONES HARDWOOD COMPANY

10 High Street BOSTON, MASS.

FOR SALE—BASSWOOD

No. 2 C, 5/4 and 6/4. 1 car 5/4, 6 & 8' PAS. WALTER C. MANSFIELD, Monmouth, Mich.

WE HAVE FOR SALE

Several cars 4 1/4 No. 3 Common and Better Red and White Oak. Will sell on grades at reasonable prices. Address "BOX 82," care HARDWOOD RECORD.

W. J. CAMPBELL LBR. CO., LTD.,

Oshkosh, Wis.

WE WANT TO MOVE

Birch

5 cars each 4 1/4 & 5/4 Nos. 2 & 3 Com.

5 cars each 4 1/4 & 5/4 No. 2 C & Bet.

1 car each 10 1/4 & 16 1/4 No. 2 C & Bet.

Maple

5 cars each 4 1/4 & 5/4 Nos. 2 and 3 Com.

5 cars each 4 1/4 & 5/4 No. 2 C & Bet.

5 cars 8 1/4 No. 2 Com. & Bet.

1 car 10 1/4 No. 2 Com. & Bet.

2 cars each 6 1/4 Rock Elm and Soft Elm. No. 2 Com. & Bet. Write us for prices.

LUMBER FOR SALE WE CAN MAKE IMMEDIATE SHIPMENT

On the following stock:

75,000 ft. 9 1/4 Beech and Maple, No. 1, No. 2 and No. 3 Com. Green.

20,000 ft. 4 1/4 Beech and Maple, No. 1, No. 2 and No. 3 Com. Green.

15,000 ft. 5 1/4 Beech and Maple, No. 1, No. 2 and No. 3 Com. Green.

25,000 ft. 4 1/4 Poplar, 3 months dry, No. 1 Com. and better.

8,000 ft. 8 1/4 Poplar, 4 months dry, No. 1 Com. and better.

1 car 6"x8" - 8' Chestnut Cross Ties.

1 car 6"x8" - 8' Mixed Oak Cross Ties.

1 car 6"x8" - 8' White Oak Cross Ties.

1 car 4 1/4 Poplar, No. 2 and No. 3 Com. Dry.

1 car 4 1/4 Chestnut, No. 2 and No. 3 Com. partly dry.

THE STEELE ALDERFER COMPANY,

Cuyahoga Falls, Ohio.

FOR SALE—THE FOLLOWING

Kiln Dried Stock:

25M ft. W. Va. high grade No. 2 Com. Oak.

60M ft. No. 1 Common Sap Gum.

43M ft. 1 and 2 Cottonwood.

Also the following Air-Dried Stock:

163M ft. No. 1 Common Birch.

10M ft. No. 1 Common Sap Gum.

10M ft. 1 and 2 Cottonwood.

12M ft. No. 1 Com. Qtd. White Oak, 6" & wdr.

10M ft. No. 1 and No. 2 Common Plain Oak.

BICHANAN CABINET CO., Buchanan, Mich.

TIMBER FOR SALE

FOR SALE—HARDWOOD TIMBER

on Ry. in southern Indiana. Timber easy to log and estimates slightly over a million feet, consisting of white oak, yellow poplar, beech, ash, black walnut, sugar, etc. Address "BOX 75," care HARDWOOD RECORD.

INDIANA TIMBER FOR SALE

Will sell 6,000,000 feet standing timber, southern Indiana, at a bargain. Or can be cut on shares by sawmill man. A. J. NOVOTNY, 38 W. Washington St., Chicago, Ill.

DIMENSION STOCK WANTED

WANTED TO BUY

5 cars 2x2-20" Clear Oak Squares.

5 cars 2x2-19" Clear Oak Squares.

5 cars 1 1/2 x 1 1/2-19" Clear Oak Squares.

10 cars 1 1/2 x 1 1/2-20 and 40" Clear Oak Squares.

5 cars 1 1/2 x 2 1/2-5' Clear Oak.

5 cars 1 1/2 x 2 1/2-5' Clear Oak.

10 cars 1 1/2 x 2 and 2 1/2-40" Clear Oak.

Write for orders to cut. We are always in the market.

THE PROBST LUMBER CO., Cincinnati, Ohio.

HARDWOODS FOR SALE

NO. 1 & BTR. 6, 1, 8, 1, 10, 4 & 12 1/2", good widths & laths, unspl for color. **JONES HARDWOOD LUMBER CO.**, Boston, Mass.
NO. 1 C. 4/4", reg. width & lath, 3 yr. dry, band sawn, **J. M. LOGAN LUMBER CO.**, Knoxville, Tenn.
NO. 1 C. & BTR. 4, 5 & 6 1/4" **NO. 2 C. 1 1/4" NOS. 1 & 2 C.** 6, 1" **NO. 1 C. & BTR.** 6, 1" **MASON-DONALDSON LUMBER CO.**, Buffalo, N. Y.
NO. 1 C. & BTR. 4-16/16", reg. width, std. lath, 2-2 yrs. dry. **YEAGER LUMBER CO.**, Buffalo, N. Y.

BUTTERNUT

COM. & BTR. 4 1/2", reg. width & lath. **HOFFMAN BROS. CO.**, Ft. Wayne, Ind.

CHERRY

NO. 1 C. & BTR. 4 1/2", good widths, 14-16", 2 yrs. dry. **ATLANTIC LUMBER COMPANY**, Buffalo, N. Y.
FAS 1 1/2", 8" & 5" & up. **HOFFMAN BROS. CO.**, Ft. Wayne, Ind.
NO. 2 C. & BTR. 4 1/2", ran width, **J. V. STIMSON**, Huntingburg, Ind.

CHESTNUT

FAS 4 1/2", good widths, 14-16", 2 yrs. dry. **ATLANTIC LUMBER CO.**, Buffalo, N. Y.
NO. 1 C. 14-8/16", reg. width & lath, 1-2 yrs. dry. **BLAKESLEE, FERRIN & DARLING**, Buffalo, N. Y.
FAS 4 1/2", good widths & lath, dry. **BUFFALO HARDWOOD CO.**, Buffalo, N. Y.
NO. 2 C. & SD. WORMY. 4 1/2", 1 1/2" dry. **G. ELLIS & BRO.**, Buffalo, N. Y.
FAS 1 1/2", 4", 4 1/2" & up. 10-16", 3 mos. dry. **SD. WORMY.** 4 1/2", 1" & up, 10-16", 3 mos. dry. **MATHEWY & THOMPSON CO.**, Memphis, Tenn.

COTTONWOOD

FAS. NO. 1 C. & BOX BODS., all 4 1/2" **BROWN LAND & LUMBER CO.**, Memphis, Tenn.
NOS. 1 & 2 C. 4 1/2", reg. width & lath. **BOX BODS.** 4 1/2", 8 1/2", 12 1/2", **GEO. C. BROWN & CO.**, Memphis, Tenn.
LOG RUN 4 1/2", **KRAETZGER-CURED LUMBER CO.**, Memphis, Tenn.

CYPRESS

SEL. 8 1/2", good lath, dry. **BUFFALO HARDWOOD LUMBER CO.**, Buffalo, N. Y.
LOG RUN 4 1/2 & 5 1/4", **KRAETZGER-CURED LUMBER CO.**, Memphis, Tenn.
FAS 4 1/2", good widths & lath, dry. **PENROD, JURDEN & McOWEN, INC.**, Memphis, Tenn.
SEL. 4 1/2", **RUSSE & BURGESS, INC.**, Memphis, Tenn.
NO. 1 SHOP & BTR. 4/4-16/4", reg. width, 6 1/2" lath, 1-2 yrs. dry. **YEAGER LUMBER CO.**, Buffalo, N. Y.

ELM-SOFT

LOG RUN 5 1/2-12 1/2", BELGRADE LUMBER CO., Memphis, Tenn.
LOG RUN 6 1/4", **BLISS-COOK OAK CO.**, Bluffville, Ark.
NO. 1 C. & BTR. 4 1/2" **GEO. C. BROWN & CO.**, Memphis, Tenn.
NO. 2 C. & BTR. 1, 1 1/2, 4 & 8 1/4", reg. width & lath, 7 mos. dry. **NO. 3 C. 6 1/4"**, reg. width & lath, 9 mos. dry. **EAST JOHANN LUMBER CO.**, East John, Mich.

NO. 2 C. & BTR. 1 1/2", reg. width & lath, 4 mos. dry. **NO. 3 C. 2 1/2"**, reg. width & lath, 4 mos. dry. **NO. 2 C. & BTR.** 8, 4 & 12 1/2", reg. width & lath, 1 1/2 yrs. dry. **GEO. C. BROWN & CO.**, Memphis, Tenn.
NO. 2 C. & BTR. 8 1/4" **JACKSON & TINDLE**, Grand Rapids, Mich.
LOG RUN 4 1/2", **KRAETZGER-CURED LUMBER CO.**, Memphis, Tenn.
LOG RUN 4 1/2 and thicker can cut to suit **holder. J. M. LOGAN LUMBER CO.**, Knoxville, Tenn.

NO. 2 C. & BTR. 8, 1 & 12 1/4" **MASON-DONALDSON LUMBER CO.**, Buffalo, N. Y.

COM. & BTR. 6, 7 & 12 1/4", **RUSSE & BURGESS, INC.**, Memphis, Tenn.
LOG RUN 10, 1 & 12 1/4", **J. V. STIMSON HARDWOOD CO.**, Helena, Ark.

ELM-OAK

NO. 1 C. & BTR. 1 1/2" 1 1/2" 1 1/2" 1 1/2" **G. ELLIS & BRO.**, Buffalo, N. Y.

GUM-SAP

NO. 2 C. & BTR. 1, 1 1/2-1 1/2", BELGRADE LUMBER CO., Memphis, Tenn.
NO. 2 C. & BTR. 1 1/2", **BOX BODS.** 1 1/2", 2 1/2", **GEO. C. BROWN & CO.**, Memphis, Tenn.

FAS 1 1/2", **BROWN LAND & LUMBER CO.**, Memphis, Tenn.

FAS & NO. 1 C. 6 1/4", reg. width & lath, 1 1/2 yrs. dry. **GEO. C. BROWN & CO.**, Memphis, Tenn.

LOG RUN 4 1/2-6 1/4", **KRAETZGER-CURED LUMBER CO.**, Memphis, Tenn.
NO. 1 C. & BTR. 4 1/2", **NO. 2 C. 1 1/2"**, ran width. **BOX BODS.** 4, 4 1/2", 9-12 & 13-17", **J. V. STIMSON**, Huntingburg, Ind.
NO. 1 C. 4 1/4", **J. V. STIMSON HARDWOOD CO.**, Helena, Ark.

GUM-PLAIN RED

NO. 1 C. & BTR. 4/4-8/4", **BELGRADE LUMBER CO.**, Memphis, Tenn.
NO. 1 C. 4/4", **BLISS-COOK OAK CO.**, Bluffville, Ark.

FAS & NO. 1 C. 4 1/2", **BROWN LAND & LUMBER CO.**, Memphis, Tenn.
FAS & NO. 1 C. 5 1/4", good widths & laths, dry. **BUFFALO HARDWOOD CO.**, Buffalo, N. Y.

LOG RUN 4 1/2", **KRAETZGER-CURED LUMBER CO.**, Memphis, Tenn.
NO. 1 C. 4 1/2", **J. V. STIMSON HARDWOOD CO.**, Helena, Ark.
FAS & NO. 1 C. 4 1/2", **UTLEY-HOLLOWAY CO.**, Chicago, Ill.

GUM-QUARTERED RED

COM. & BTR. 4, 4-12 1/4", **COM. & BTR.** 6, 4 & 4", sap no def. **BELGRADE LUMBER CO.**, Memphis, Tenn.

NO. 1 C. 4 1/2", **GEO. C. BROWN & CO.**, Memphis, Tenn.
FAS & NO. 1 C. 8 1/4", **BROWN LAND & LUMBER CO.**, Memphis, Tenn.

LOG RUN 4 1/2-6 1/4", **KRAETZGER-CURED LUMBER CO.**, Memphis, Tenn.

COM. & BTR. 4 1/2", ran width & lath, 8-12 mos. dry, sliced bids, highly figured. **LOCHRY & KENNERLY**, St. Louis, Louisville, Ky.

NO. 1 C. 1 1/4", **FAS 6 1/4"**, **J. V. STIMSON HARDWOOD CO.**, Helena, Ark.

LOG BODS. 1 1/2", 3-12 & 13-17" **UTLEY-HOLLOWAY CO.**, Chicago, Ill.

GUM-TUPELO

NO. 1 C. BOX BODS. 4/4", 9-12", 13-17", reg. lath, 6 mos. dry. **J. M. LOGAN LUMBER CO.**, Knoxville, Tenn.

GUM-MISCELLANEOUS

BOX BODS. 4 1/2", **BROWN LAND & LUMBER CO.**, Memphis, Tenn.

BOX BODS. 4 1/2", 13-17" **J. V. STIMSON HARDWOOD CO.**, Helena, Ark.

LOG RUN 4 1/2", 9-12" & 13-17", **UTLEY-HOLLOWAY CO.**, Chicago, Ill.

HACKBERRY

COM. & BTR. 4 1/2", **THOMPSON-KATZ LUMBER CO.**, Memphis, Tenn.

HICKORY

NO. 1 C. & BTR. 10, 1 1/2", **NO. 2 C.** 8 1/2" **J. V. STIMSON**, Huntingburg, Ind.

LOCUST

LOG RUN 1 1/2", reg. width & lath, dry. **PENROD, JURDEN & McOWEN, INC.**, Memphis, Tenn.

MAHOGANY

FAS. NO. 1 C. SHORTS & WORMY. 1/2-16 1/2", plain & figured, Mexican & African. **HUDDLESTON-MARSH MAHOGANY CO.**, Chicago.

MAPLE-HARD

NO. 1 C. 4 1/2", 14-16", 2 1/2"-8", **NO. 1 C. & BTR.** 4 1/2", 14-16", 2 yrs. dry. **ATLANTIC LUMBER CO.**, Buffalo, N. Y.

LOG RUN 4 1/2", **BELGRADE LUMBER CO.**, Memphis, Tenn.
NO. 1 C. & BTR. 4/4 & 5/4", reg. width & lath, 8 mos. dry. **BLAKESLEE, FERRIN & DARLING**, Buffalo, N. Y.

NO. 2 C. 8 1/2", good widths & lath, dry. **BUFFALO HARDWOOD LUMBER CO.**, Buffalo, N. Y.

NO. 1 C. & BTR. 4 1/2, 4 & 1 1/2, 5-11", 8-16", 20 mos. dry. **EAST JOHANN LUMBER CO.**, East John, Mich.

NO. 1 C. 12 1/2", 1 1/2" dry. **G. ELLIS & BRO.**, Buffalo, N. Y.
NO. 1 C. 4 1/2 & 1 1/2", **THOS. FAHNER CO.**, Chicago, Ill.
NO. 1 C. & BTR. 8, 4, 10 & 12 1/4", **NO. 2 C. & BTR.** 4, 4-12 1/4", **COM. & BTR.** 6, 4 & 4", **END DRIED**, white, 4, 4, 5, 6, 4 & 1 1/2" **JACKSON & TINDLE**, Grand Rapids, Mich.

NO. 1 C. 5 1/4", 4 1/2 & 6 1/4", good widths & laths. **ACTION, QTD.** 5, 1 & 8 1/2", good widths & laths. **JONES HARDWOOD LUMBER CO.**, Boston, Mass.

LOG RUN 4/4 & thicker can cut to suit buyer. **J. M. LOGAN LUMBER CO.**, Knoxville, Tenn.

NO. 2 C. & BTR. 6 1/4", **NO. 2 C. & BTR.** 8 1/4", **MASON-DONALDSON LUMBER CO.**, Buffalo, N. Y.

NO. 1 C. & BTR. 4/4-16/4", reg. width, std. lath, 12-18 mos. dry. **YEAGER LUMBER CO.**, Buffalo, N. Y.

MAPLE-SOFT

NO. 2 C. & BTR. 6 1/4", **MASON-DONALDSON LUMBER CO.**, Buffalo, N. Y.

OAK-PLAIN RED

NO. 2 C. & BTR. 4, 4 & 6 1/4", **BELGRADE LUMBER CO.**, Memphis, Tenn.

FAS 10 1/2", reg. width & lath, 3-18 mos. dry. **BLAKESLEE, FERRIN & DARLING**, Buffalo, N. Y.

NO. 2 C. & BTR. 5 1/4", **GEO. C. BROWN & CO.**, Memphis, Tenn.

STEP PLANK 5/4", 1 1/2" & up, reg. lath. **HOFFMAN BROS. CO.**, Ft. Wayne, Ind.

FAS 4/4 & 5/4", reg. width, 14-16", 8 mos. dry. **NO. 1 C. 4/4"**, reg. width, 8 mos. dry. **J. M. LOGAN LUMBER CO.**, Knoxville, Tenn.

NOS. 1 & 2 C. 1 1/2", **CROSSING PLANK** 12 1/2", **J. V. STIMSON**, Huntingburg, Ind.

NO. 1 C. 1 1/4", **UTLEY-HOLLOWAY CO.**, Chicago, Ill.

NO. 1 C. & BTR. 4/4-16/4", reg. width, std. lath, 1-2 yrs. dry. **YEAGER LUMBER CO.**, Buffalo, N. Y.

OAK-QUARTERED RED

FAS 4/4", **BLISS-COOK OAK CO.**, Bluffville, Ark.

FAS 4 1/4", **J. V. STIMSON**, Huntingburg, Ind.

OAK-PLAIN WHITE

NO. 1 C. 4/4", reg. width & lath, 1-2 yrs. dry. **BLAKESLEE, FERRIN & DARLING**, Buffalo, N. Y.

NO. 2 C. & BTR. 4, 4 & 6 1/4", **BELGRADE LUMBER CO.**, Memphis, Tenn.

NO. 1 C. & BTR. 4 1/2", **GEO. C. BROWN & CO.**, Memphis, Tenn.

NO. 1 C. 4 1/2", 1 yr. dry. **G. ELLIS & BRO.**, Buffalo, N. Y.

FAS 4 1/2", good width, 14-16", 1 yr. dry. **J. M. LOGAN LUMBER CO.**, Knoxville, Tenn.

COM. & BTR. 12 1/2", 1 1/2" & lath, dry. **PENROD, JURDEN & McOWEN, INC.**, Memphis, Tenn.

NO. 1 C. 5 1/8", **RUSSE & BURGESS, INC.**, Memphis, Tenn.

NOS. 1, 2 & 3 C. 4 1/2", **J. V. STIMSON**, Huntingburg, Ind.

NO. 1 C. & BTR. 4, 4-16 1/4", reg. width, std. lath, 1-2 yrs. dry. **FAS 4 1/4-16 1/4"**, reg. width, std. lath, 8-12 mos. dry, building stock 8-12 1/2" long. **YEAGER LUMBER CO.**, Buffalo, N. Y.

OAK-QUARTERED WHITE

NO. 1 C. 4/4" & up. **BLISS-COOK OAK CO.**, Bluffville, Ark.

FAS 1 1/4 & 6 1/4", reg. width & lath. **STRIPS 8 1/2", 2 1/2" & up.**, reg. lath. **BACKING BODS.** 8 1/2", 2 1/2" & up. **EAST JOHANN LUMBER CO.**, East John, Mich.

CLR. STRIPS 1 1/4", 2 1/2" & up. **YE. STRIPS 1 1/4"**, 2 1/2" & up. **NO. 1 C. 4/4"**, reg. width, 14-16", 1 yr. dry. **J. M. LOGAN LUMBER CO.**, Knoxville, Tenn.

FAS 4 1/4-8 1/4", 2 1/2" & up, 10-16", 10 mos. dry. **CLR. STRIPS 3 1/2", 2 1/2", 10-16"**, 10 mos. dry. **COM. STRIPS.** 4 1/2", 2 1/2" & up, 10-16", 4 mos. dry. **YEAGER LUMBER CO.**, Buffalo, N. Y.

NO. 1 C. & BTR. 10 1/2", **J. V. STIMSON HARDWOOD CO.**, Helena, Ark.

FAS 1 1/4", 6-8", **J. V. STIMSON HARDWOOD CO.**, Helena, Ark.

OAK-MISCELLANEOUS

LOG RUN 1 1/8-1 1/2", **KRAETZGER-CURED LUMBER CO.**, Memphis, Tenn.

COM. & BTR. 10, 1 1/2 & 8 1/2", reg. width & lath, dry. **PENROD, JURDEN & McOWEN, INC.**, Memphis, Tenn.

NO. 1 C. & BTR. 10 1/2", **J. V. STIMSON HARDWOOD CO.**, Helena, Ark.

OPLOAR

NO. 1 C. 4 1/2", 15 mos. dry. **G. ELLIS & BRO.**, Buffalo, N. Y.

NO. 1 C. 4 1/2", 7" & up. reg. lath, 8 mos. dry. **J. M. LOGAN LUMBER CO.**, Knoxville, Tenn.

COM. & BTR. 1 1/2" x 4 1/2" x 16' & 17' & 18' & 19' & 20' & 21' & 22' & 23' & 24' & 25' & 26' & 27' & 28' & 29' & 30' & 31' & 32' & 33' & 34' & 35' & 36' & 37' & 38' & 39' & 40' & 41' & 42' & 43' & 44' & 45' & 46' & 47' & 48' & 49' & 50' & 51' & 52' & 53' & 54' & 55' & 56' & 57' & 58' & 59' & 60' & 61' & 62' & 63' & 64' & 65' & 66' & 67' & 68' & 69' & 70' & 71' & 72' & 73' & 74' & 75' & 76' & 77' & 78' & 79' & 80' & 81' & 82' & 83' & 84' & 85' & 86' & 87' & 88' & 89' & 90' & 91' & 92' & 93' & 94' & 95' & 96' & 97' & 98' & 99' & 100'

NO. 1 C. & BTR. 5/8-16 1/4", rec. width, std leth. 1-2 yrs dry. YEAGER LUMBER CO., Buffalo, N. Y.

WALNUT

NO. 2 C. 1 1/4", rec. width & leth. BLAKESLEE, FEHRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 1 1/4", 20 mos. or more. ELLIS & HOFFMAN, Buffalo, N. Y.

FAS & NO. 1 C. 1 1/4", 12, 18, 24 & 30 COM & BTR. 1 1/4" x 4 1/2" x 16' & 17' & 18' & 19' & 20' & 21' & 22' & 23' & 24' & 25' & 26' & 27' & 28' & 29' & 30' & 31' & 32' & 33' & 34' & 35' & 36' & 37' & 38' & 39' & 40' & 41' & 42' & 43' & 44' & 45' & 46' & 47' & 48' & 49' & 50' & 51' & 52' & 53' & 54' & 55' & 56' & 57' & 58' & 59' & 60' & 61' & 62' & 63' & 64' & 65' & 66' & 67' & 68' & 69' & 70' & 71' & 72' & 73' & 74' & 75' & 76' & 77' & 78' & 79' & 80' & 81' & 82' & 83' & 84' & 85' & 86' & 87' & 88' & 89' & 90' & 91' & 92' & 93' & 94' & 95' & 96' & 97' & 98' & 99' & 100'

COM & BTR. 1 1/4", ran. width & leth. 6-8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 1 C. 1 1/4" x 4 1/2" x up. 16-18 mos. dry NO. 2 C. 1 1/4" x 4 1/2" x up. 16-18 mos. dry HOWLAND & ROBINSON CO., Cincinnati, Ohio

NO. 1 C. & BTR. 1 1/4" x 4 1/2" x up. NO. 2 C. 1 1/4" x 4 1/2" x 4 1/2" x up. J. A. STIMSON, Hartford, Conn.

FLOORING—MAPLE

NO. 1, 5x11 1/2, 5x21 1/2; CLR. 5x22, 5x24 1/2, 5x34 1/2, Chicago, Ill.

FLOORING—OAK

CLR. FACE, QTD. 1 1/2" x 4 1/2" x 16' & 17' & 18' & 19' & 20' & 21' & 22' & 23' & 24' & 25' & 26' & 27' & 28' & 29' & 30' & 31' & 32' & 33' & 34' & 35' & 36' & 37' & 38' & 39' & 40' & 41' & 42' & 43' & 44' & 45' & 46' & 47' & 48' & 49' & 50' & 51' & 52' & 53' & 54' & 55' & 56' & 57' & 58' & 59' & 60' & 61' & 62' & 63' & 64' & 65' & 66' & 67' & 68' & 69' & 70' & 71' & 72' & 73' & 74' & 75' & 76' & 77' & 78' & 79' & 80' & 81' & 82' & 83' & 84' & 85' & 86' & 87' & 88' & 89' & 90' & 91' & 92' & 93' & 94' & 95' & 96' & 97' & 98' & 99' & 100'

VENEER FACE

GUM—RED

QTD. FIG. any thickness, sawed or sliced. LOUISVILLE VENEER MILLS, Louisville, Ky.

FIG. all thicknesses, sawed or sliced. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness, THE DEAN-SPICKER CO., Chicago, Ill.

PLAIN & FIGURED, 1 1/2" to 1 3/4", Mexican and African. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, any size. FENHOD, JURDEN & McCOWEN, Memphis, Tenn.

OAK—PLAIN

SWD. 1/20-1/4", HOFFMAN BROS. CO., Ft. Wayne, Ind.

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

SWD. 1/20-1/4", HOFFMAN BROS. CO., Ft. Wayne, Ind.

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

SWD., white, all thicknesses. NUKEY BROTHERS, INC. Memphis, Tenn.

POPLAR

CLEAR 1/8", 12 to 16", 14", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

ANY thickness, any size, rotary, QTD., cut or shred. FENHOD WALNUT & VENEER CO., Kansas City, Mo.

WALNUT

ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

1 1/2" to 1 3/4", HOFFMAN BROS. COMPANY, Ft. Wayne, Ind.

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTRY. CUT. HOFFMAN BROS. MAHOGANY CO., Chicago, Ill.

ANYTHING in Walnut, Veneer, etc. & 90% or more shred. PICKER, WALNUT CO., Chicago, Ill.

CROSSBANDING AND BACKING

GUM

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 18 and 28. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD. FIG. any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 18 and 28. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

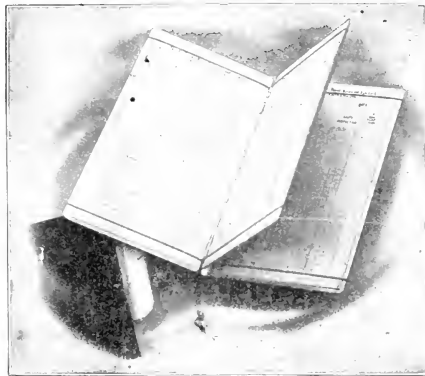
OAK

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, good 18 and 28. HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

THE GIBSON TALLY BOOK



Is now used by more than a thousand lumber producers and buyers.

By its use single, duplicate or triplicate tallies can be made.

A dozen-piece-tally and other forms of tickets in plate. Circular and price list on application.

Endorsed by Hardwood Manufacturers Association of the U. S.

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ADDRESS

Tally Book Department,

HARDWOOD RECORD
CHICAGO, ILL.

NORTHERN MANUFACTURERS

J. RAYNER CO.
INCORPORATED

VENEERED PANELS

ALL WOODS

SEND FOR STOCK LIST

MAHOGANY LUMBER
BARNHILL AVE. AND WILSON ST.
CHICAGO



A floor to adore

For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company

22nd and Throop Sts., CHICAGO, ILL.

Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

Utley-Holloway Company

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COTTONWOOD
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General Offices: 111 W. Washington St.
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CLARENCE BOYLE
Incorporated

Manufacturers and Wholesalers
Southern Hardwoods
and Yellow Pine

1205 LUMBER EXCHANGE BLDG
CHICAGO

COUNTERFEIT CHECKS

are frequent enough where our

Two Piece
Geometrical
Garter Coin

is in use, their
imitation isn't
feasible.
Sample if you
ask for it.

S. D. CHILDS
& Co.

CHICAGO
We also make Time
Checks, Stencils and
Log Hammer



Northwestern Cooperage and Lumber Co.

GLADSTONE, MICHIGAN

Western Office: Mills at Gladstone and
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Manufacturers of the following

"PEERLESS" STANDARD BRAND PRODUCTS
Hardwood Flooring, Staves, Hoops, Heading
and Veneers, Hemlock Lumber, Lath, Shingles,
Posts, Poles and Ties, and Hemlock Tan Bark

VON PLATEN LUMBER CO.

IRON MOUNTAIN

MICHIGAN

Manufacturers of
NORTHERN HARDWOODS

75 M ft. of 4/4 No. 1 Com. & Btr. Birch
150 M ft. of 4/4 No. 1 & 2 Com. Birch
100 M ft. of 5/4 No. 1 & 2 Com. Birch
75 M ft. of 5/4 No. 1 Com. & Btr. Birch
100 M ft. of 6/4 No. 1 Com. & Btr. Birch
100 M ft. of 8/4 No. 2 Com. & Btr. Birch
60 M ft. of 10/4 No. 1 Com. & Btr. Birch

An Ax to Grind



WE are not using the grindstone of advertising to put a false edge on poor steel; rather this publicity is but the reflection of an organization of which we are proud.

At this day especially the buyer wants to be sure of quality: This is made certain with us by uniform logs coming from one big tract of St. Francis basin hardwoods, and by the production of 25,000,000 feet a year at one plant under one head.

Abnormal war demands make the question of grades serious: We absolutely guarantee that not one board of any grade is picked out of any shipment, and we sell nothing but our own stock.

Delivery is an equally important item: The minimum of uncertainty is guaranteed by our constant stock of 15,000,000 feet piled on one scientifically constructed mill yard, and by our unusual shipping facilities.

Bear these facts in mind even if you are not in the market. If you are, will you let us go a little more into detail?

Sincerely,

WISCONSIN LUMBER CO.

CHICAGO
 GRAND MILLS DEERING, WIS.

WIS

STIMSON'S MILLS

Four organizations with the single purpose of meeting the wants of the most scrupulous buyer of all domestic hardwoods—

Indiana & Southern Hardwood Lumber and Rotary Veneer

J. V. STIMSON, Huntingburg, Indiana
STIMSON VENEER & LUMBER CO.
Memphis, Tennessee

J. V. STIMSON HARDWOOD CO.
Memphis, Tennessee, & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of
SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

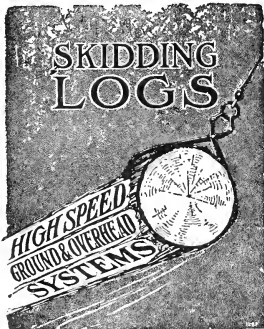
The Following is a List of a Few of the Items We
Now Have in Stock:

Dry, Ready for Prompt Shipment

COTTONWOOD	OAK
4 Cars 1" Boxboards, 13" to 17"	5 Cars 1" FAS. Red
3 Cars 1" Boxboards, 8" to 12"	2 Cars 1" FAS. White
4 Cars 1" FAS, 8" to 12"	2 Cars 3/4" No. 1 C. & Btr. Red
5 Cars 1" No. 1 Common	5 Cars 1" No. 1 Com. Red
5 Cars 1 1/2" No. 1 Common	2 Cars 1" No. 1 Com. White
4 Cars 1" No. 2 Common	5 Cars 1" No. 2 C. Red & White
2 Cars 1 1/2" No. 2 Common	2 Cars 3/4" No. 1 Com. & Btr.
3 Cars 2" FAS.	Plain Red Oak
	2 Cars 3" No. 1 Com. & Btr.
	Plain White Oak
	5 Cars 2" Log Run Elm
	5 Cars 1" Log Run Elm
	3 Cars 1 1/2" Log Run Elm
	4 Cars 1 1/2" Log Run Elm
	3 Cars 2" Log Run Maple
	2 Cars 12" Log Run Maple
	2 Cars 6" Log Run Maple
	2 Cars 5" Log Run Maple
	3 Cars 1" No. 1 Com. & Btr.
	Sycamore
	5 Cars 1" No. 2 & No. 3 Com.
	Sycamore
	2 Cars 2" Select & Better Cypress

Our stock is manufactured from a nice class of timber and therefore runs to nice grade and extra good widths and lengths.

We solicit your request for delivered prices



Our Overhead Systems with Interlocking Engine Drums skid both uphill and downhill; reduce wear on main cable

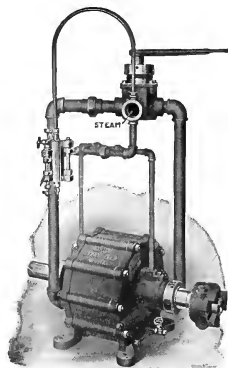
Write for particulars

LIDGERWOOD MFG. CO.

Originators of Overhead and Ground Steam Logging Machinery

Chicago 96 Liberty St., New York Seattle

New Orleans: Canada: Woodward, Wight & Co., Ltd. Canadian Allis-Chalmers, Ltd., Toronto



SOULE Steam Feed

Designed for the sawmill by a millman.

It will not use excessive steam and gives instant and positive control.

Our prices are actually, not relatively, low.

It has positively increased capacity from 10 to 50 per cent

SOULE STEAM FEED WORKS
MERIDIAN, MISS.

DRUM OUTFITS, STACKERS, POWER TIMBER HANDLERS,
LATHES, DOGS AND OTHER MILL EQUIPMENT

Hardwood Record

Semi-Monthly
Twenty-Second Year

537 SOUTH DEARBORN STREET
CHICAGO, AUGUST 25, 1918

Subscription \$2.
Vol. XLV, No. 9.

ANNOUNCEMENT

Effective January 1, 1919, the partnership which has been operating for several years under the name of J. W. Wheeler & Co. will be discontinued.

The operation now conducted by that firm at Madison, Arkansas, will be continued by the Pritchard-Wheeler Lumber Co., in connection with its mill at Wisner, Louisiana.

The Pritchard-Wheeler Lumber Co. will thus in the future operate two band mills, giving them an annual output of 35,000,000 feet of high-grade Southern Hardwoods.

The personnel of the firm will continue unchanged, and the general offices will remain at Memphis, Tennessee, in the Bank of Commerce Building.

Pritchard-Wheeler Lbr. Company
MEMPHIS, TENNESSEE

ESTABLISHED 1798

J. Gibson McIlvain & Co.

LUMBER
Hardwoods A Specialty

PHILADELPHIA, PENNSYLVANIA

Manufacturers

Wholesalers

THIS MARK MEANS
Quality—**GOLDEN RULE**—Service



THE ANDERSON-TULLY COMPANY
MEMPHIS, TENNESSEE

Southern Hardwood Manufacturers

70,000,000 feet a year

Michigan Hardwoods

Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed Maple and Beech but runs largely Maple

Mitchell Brothers Co.
Sales Department, Cadillac, Michigan

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's. Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

300,000* No. 2	BIRCH	5,000* No. 2	OAK
75,000* No. 2	Com. & Btr., 4/4"	Com. & Btr., 4/4"	Maple
50,000* No. 2	Com. & Btr., 6/4"	50,000* 1st & 2nd	Maple
	SOFT PINE	14,000* 1st & 2nd	Maple
300,000* No. 2	Com. & Btr., 4/4"	175,000* Merchantable	Hemlock
90,000* No. 1	Com. & Btr., 10/4"	175,000* Merchantable	Hemlock
15,000* No. 1	Com. & Btr., 12/4"		ASH
300,000* No. 2	Com. & Btr., 4/4"	15,000* No. 2	Com. & Btr., 4/4"
17,000* No. 2	Com. & Btr., 4/4"		

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

39 M ft.	11 16 x 2"	No. 1 Maple Flooring
32 M ft.	11 16 x 2"	Clear Maple Flooring
90 M ft.	11 16 x 4"	Prime Maple Flooring
45 M ft.	13 16 x 4"	Prime Maple Flooring
150 M ft.	5 4	No. 3 Common Basswood
50 M ft.	8 4	No. 2 Common & Better Beech
100 M ft.	5 4	No. 3 Common Beech
200 M ft.	6 4	No. 2 Common & Better Elm
100 M ft.	8 4	No. 2 Common & Better Elm
65 M ft.	10 4	No. 1 Common & Better Elm
75 M ft.	12 4	No. 1 Common & Better Elm
100 M ft.	6 4	No. 3 Common Elm
40 M ft.	8 4	No. 3 Common Elm
100 M ft.	12 4	No. 3 Maple
25 M ft.	4 4	No. 3 Com. & Better Red and White Oak
10 M ft.	8 4	No. 1 Common & Better White Oak
5 M ft.	10 4	No. 1 Common & Better White Oak

The Kneeland-Bigelow
Company

Manufacturers of Hardwood Lumber
Bay City Michigan

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The Foremost Hardwood Market of the East

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*Hardwoods
of All Kinds* 1142 Seneca St.

G. ELIAS & BRO.

HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fr. Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring
955-1015 Elk Street

Hugh McLean Lumber Co.

OUR SPECIALTY:

QUARTERED WHITE OAK

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Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Oak, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.

1100 Seneca Street

BUFFALO HARDWOOD LUMBER CO.

SPECIAL FOR SALE

2" to 4".....No. 1 Common and Better Elm
2", 2½", 3" and 4".....No. 1 Common and Better White Oak
2½" and 3".....No. 1 Common and Better Plain Oak

Hardwoods & Red Cedar

Plain and Qtrd. Oak has been our hobby for years

Yeager Lumber Company

INCORPORATED

EVERYTHING IN HARDWOODS

932 Elk Street

**Standard Hardwood
Lumber Co.**

OAK, ASH AND CHESTNUT

1075 Clinton Street

T. SULLIVAN & CO.

Hardwoods

Ash and Elm

NIAGARA—CORNER ARTHUR

**Atlantic Lumber Company
HARDWOODS**

WEST VIRGINIA SOFT RED AND WHITE OAK

Our Specialty: West Virginia and Pennsylvania Cherry

1055 Seneca Street

Taylor & Crate

HARDWOODS OF ALL KINDS

A stock of 15,000,000 to 20,000,000
feet of hardwoods carried at all
times at our two big Buffalo Yards

Established 50 Years Rail or Cargo Shipments

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.

LOUISVILLE

THE HARDWOOD GATEWAY OF THE SOUTH

W. P. Brown & Sons Lumber Co.

LOUISVILLE, KY.

WHITE OAK	125,000' 4 1/2" No. 2 Com.
11,000' 5 1/2" FAS. Qld	250,000' 4 1/2" No. 2 R & W
55,000' 4 1/2" FAS. Qld	100,000' 4 1/2" No. 1 Com.
250,000' 4 1/2" 2 1/2" to 3 1/2"	150,000' 4 1/2"
Clear Strips, Saps & Sels	QUARTERED RED GUM
225,000' 4 1/2" No. 1 Com.	250,000' 4 1/2" FAS
RED OAK	100,000' 5 1/2" FAS
55,000' 4 1/2" No. 1 Com. Qld	125,000' 5 1/2" FAS
55,000' 5 1/4" No. 1 Com. Qld	125,000' 5 1/4" FAS
PLAIN WHITE OAK	125,000' 5 1/4" FAS
250,000' 4 1/2" FAS	100,000' 5 1/4" FAS
65,000' 6 1/2" FAS	125,000' 5 1/4" FAS
125,000' 10 1/2" Com. & Btr	25,000' 5 1/4" FAS
110,000' 12 1/2" Com. & Btr	25,000' 6 1/4" FAS
225,000' 4 1/2" No. 1 Com.	25,000' 6 1/4" No. 1 Com.
175,000' 4 1/2" No. 2 Com.	25,000' 6 1/4" No. 2 Com.
PLAIN RED OAK	125,000' 5 1/2", 6 1/2", 8 1/2"
150,000' 4 1/2" FAS	No. 2 Com.
125,000' 8 1/2" Com. & Btr	CHESNUT
550,000' 4 1/2" No. 1 Com.	47,000' 4 1/4" FAS
125,000' 6 1/2" No. 1 Com.	

Write us for quotations

Wood Mosaic Co.,

Main Office, New Albany, Ind.

Band Mills: New Albany, Ind.	Highland Park, Ky.
60,000' 6 1/2" No. 1 Com. & B	25,000' 8 1/2" No. 1 C & B
15,000' 5 1/2" FAS. 1 1/2" & wtr	15,000' 12 1/4" No. 1 C & B
21,700' 5 1/2" FAS	dry.
15,700' 6 1/2" FAS	27,000' 8 1/2" No. 1 Com
85,000' 1 1/2" No. 1 Com	PLAIN WHITE OAK
20,500' 2 1/2" No. 1 Com.	20,000' 8 1/2" No. 1 Com. & B
30,800' 6 1/2" No. 1 Com.	15,000' 12 1/4" No. 1 Com. & B
91,700' 8 1/2" No. 2 R Com.	dry.
16,500' 4 1/2" No. 2 Com. & B	38,800' 8 1/4" FAS
Qld.	ASH
11,200' 4 1/2" FAS	10,000' 5 1/2" FAS
10,000' 5 1/2" FAS	55,000' 8 1/4" No. 1 Com. & B
55,000' 8 1/4" No. 1 Com. & B	42,000' 10 1/4" No. 1 C & B
42,000' 10 1/4" No. 1 C & B	85,000' 12 1/4" No. 1 C & B
85,000' 12 1/4" No. 1 C & B	34,000' 16 1/4" No. 1 C & B
34,000' 16 1/4" No. 1 C & B	22,100' 2 1/2" No. 1 Com.
22,100' 2 1/2" No. 1 Com.	9,400' 6 1/4" No. 1 Com.
9,400' 6 1/4" No. 1 Com.	PLAIN RED OAK
22,000' 4 1/4" FAS	13,000' 4 1/4" No. 1 Com.
15,000' 5 1/4" FAS	BASSWOOD
	28,600' 4 1/4" No. 1 Com. & B

Norman Lumber Company

LOUISVILLE, KY.

We specialize in

POPLAR

5 1/2 in and 2 1/2 in, 10,000 ft.	8 1/2 No. 1 Com., 15,000 ft.
30,000 ft.	10 1/2 No. 1 Com., 12,000 ft.
2 1/2 in and 2 1/2 in, sap, to select,	12 1/2 No. 1 Com., 10,000 ft.
12 in. & up wide, 15,000 ft.	12 1/2 No. 1 Com., 12,000 ft.
8 1/2 in and 2 1/2 in, sap, no decay,	1 1/2 No. 2 A., 50,000 ft.
25,000 ft.	1 1/2 No. 2 A., 15,000 ft.
4 1/4 No. 1 Com., 100,000 ft.	8 1/2 No. 2 A., 15,000 ft.
6 1/4 No. 1 Com., 25,000 ft.	8 1/2 No. 2 A., 20,000 ft.

LET US HAVE YOUR INQUIRIES

Write or wire for prices

Edward L. Davis Lumber Co.

Kentucky and Indiana Ash
Walnut and Hickory

We have a very complete stock of Ash and are prepared to make special grades for Automobile, Aeroplane, and Bending Purposes.

PLEASE SEND US YOUR INQUIRIES

W. R. Willett Lumber Co.

LOUISVILLE, KY.

PLAIN WHITE OAK	MISCELLANEOUS
4 1/4 in and 2 1/2 in, 5 cars	5 1/2 No. 1 Com. and No. 1 Shop
4 1/4 No. 1 Com., 20 cars	Cypress, Rough, 1 car
1 1/4 No. 2 Com., 3 cars	4 1/4 No. 1 Shop Cypress, 1 car
5 1/4 No. 1 Com., 5 cars	4 1/4 No. 2 Com. Gum, rough.
PLAIN RED OAK	1 car
4 1/4 in and 2 1/2 in, 1 car	2 1/4 No. 1 Com. Oak and 1 1/2
4 1/4 No. 1 Com., 2 cars	and 2 1/2 in, 1 car
QUARTERED RED OAK	5 1/2 No. 2 Com. Poplar, 1 car
4 1/4 in and 2 1/2 in, 5 cars	
4 1/4 No. 3 Com., 3 cars	
4 1/4 C. & B., 2 to 4 in., 1 car.	

DIMENSION STOCK

Mahogany and Walnut

Aside from our production of lumber and veneers—We are manufacturing kiln-dried mahogany and walnut dimension stock at the rate of 2,000,000 feet annually, and this department has been steadily growing since 1902. We think that these simple facts make detailed argument unnecessary—as to our prices, quality of our stock, and promptness of service.

However, we have ready for mailing a circular which explains in detail how and why you can save time, money and trouble—through our dimension stock. But if you don't care for the circular, and if you realize what an expensive luxury your waste pile is, send us your cutting bills, as you would give them to your stock-cutters. We will quote a specific price for each style you manufacture.

C. C. Mengel & Brother Co.

A—Manufacturer of Implement Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimension.

USE OAK

* Has Individual Display Ad on Page Designated.

(See page 11)
Long-Bed Lumber Company
Band Saw Operators in Southern Hardwoods
Kansas City, Missouri

A, B, C—
15, 20" supply assured by 32,000 acres Virgin Bt. France Basin Timber, largely oak.
Tschudy Lumber Company, Company,
Manufacturer, Kansas City, MISSOURI

The hardest oak lacks much of being as hard as Iguana vitum; the strongest is weaker than iron; the heaviest is lighter than many groves; but in average of good qualities it would be hard to find a wood superior to oak.

We have a fine stock of 1/4 No. 1 Com. Plain White Oak; 4/4 P&Q Quartered White Oak
GALLOWAY-PEASE COMPANY,
Manufacturer, Poplar Bluff, MISSOURI

The scarcest of all the oaks of the United States are believed to be Bartram oak and the Price oak. All known specimens of these two trees could stand on a single acre and still leave considerable ground unoccupied.

(See page 17)
We carry a complete stock of plain and quartered Red and White oak in all specifications. Our facilities for prompt shipments are second to none.
BAKER-MATTHEWS LBR. CO.
Sikeston, Missouri
Manufacturer, Memphis, Tenn.

Why do your children like Oak best? For the same reason that you did—they know it is not easily scratched or marred. Think it over.

A, B & C—
Special
1 car 6 1/2" Qd. White Oak Best Stock
1 car 6 1/2" Qd. White Oak Best Stock
1 car 4 1/2" Qd. Wtr. Plain Oak
ARKIE LBR. & MFG. CO.,
St. Louis, MISSOURI

A, B & C—
Triple Band of
The Meadow River Lumber Company
Rainsville, W. Va.
Manufacturer Hardwoods

There are eight evergreen oaks in the United States, more than half of which are confined to the region, west of the Rocky Mountains.

Several oaks in different parts of the United States are known locally as "rock oak," but that is not the proper name of any.

J. H. Bonner & Sons
Manufacturers Band Saw Hardwood Lumber
Memphis, Tenn. Mill: Jonquil, Ark.

The pin oak is not so named because it is famous for pins or tree nails, but because its limbs and branches have little swell or enlargement at their bases, and look like pins driven into the bole or into the larger limbs.

A, B & C—
Carr Lumber Company, Inc.
Billmore Hardwoods
Pisgah Forest, N. C.
Manufacturer.

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak.

100,000 ft. 1" Is & 2" Qd. White Oak
50,000 ft. 1 1/2" Qd. White Oak, 8" & wtr.
JOHN B. RANDOLPH & CO.,
Manufacturer, Nashville, TENNESSEE

The "conestoga wagons," famous a century ago, and sometimes called "prairie schooners," were made wholly of oak and iron, and were good for a quarter of a century of hard usage. They were made at Conestoga, Pa.

A, B & C—
Chas. F. Luehrmann Hardwood Lbr. Co.
Manufacturers and Wholesale Lumber Dealers
St. Louis, Missouri

Alton Lumber Company
Manufacturers
FOR GOVERNMENT USE—BEST QUALITY
WHITE OAK

Buckhannon West Virginia
Oak forests of fully matured trees, bearing perfect acorns, occur in Northern Oklahoma and Southern Kansas, and the tallest of the trees little exceed 100 ft. in height.

(See page 12)
Goodlander-Robertson Lumber Co.
Manufacturer of Hardwoods
Memphis, Tennessee

Watch the present market for oak—it's getting stronger every day. Time to stock up!

It would not make much difference so far as the song is concerned, but it would satisfy some people's curiosity if the matter could be settled whether the "Old Oaken Bucket" was made of white oak or of red oak.

We have for full shipment large stock of 10 1/4 and 12 1/4 C. & Bot. Oak; other thicknesses from 4 1/4 to 8 1/4 in all grades.
FARRIS HARDWOOD LUMBER CO.,
Manufacturer, Nashville, TENNESSEE

The oldest piece of oak shaped by human hands is believed to be an oak cask discovered a few years ago buried in mud at the bottom of a river in England, and believed to be 3,000 years old.

For 25 years we have made Oak and still specialize in this, the best of America's hardwoods. Our prices, grades and series are well considered.
LOVE, BOYD & CO.,
Manufacturer, Nashville, TENNESSEE

No other wood of the United States is as suitable for quarter sawing as white oak. Some of the best oak in the country well up to white oak in that respect, but as a general proposition they fall considerably below it.

For anything in OAK write these representative firms

(See page 10)
QUARTERED OAK OUR SPECIALTY
Memphis Band Mill Company
Manufacturer, Memphis, TENNESSEE
Practically all the oak cut in Europe, west of Russia and the Balkans, belongs to a single species, though the qualities of the wood from various regions differ greatly and bear different names.

It was once a favorite belief in folk lore that an oak tree grows during three hundred years and dies during the next two hundred.

Machine manufactured oak flooring is a modern invention, but hand-dressed oak has been used for floors since the earliest times. Doubt is cast on the wisdom of Solomon because he did not use oak instead of cedar in his temple.

(See page 18)
C. Crane & Co.
Hardwood Lumber
Band Mills at Cincinnati, O.

Botanists who are looked upon as authority in such matters, have agreed to change the look name of Northern red oak from *quercus rubra* to *quercus borealis*.
Manufacturers of Plain and Quartered Oak
Oak Timbers and Bridge Plank
SABINE TRAM COMPANY, TEXAS
BEAUMONT.

The largest oaks of the United States are found in California, where they are known as valley oak. Trunks may be from six to ten feet in diameter.

(See page 16)
Nice stock of 7/4, 5/4 & 6/4 Plain Red and White Oak on hand at Barrens, Ark., for prompt shipment.
THREE STATES LUMBER CO., TENNESSEE
Manufacturer, Memphis.

The golden oak which grows in California, is not so named because of the color of its wood, but on account of the yellow fuzz on the under side of its leaf.

B & C—
We Manufacture Hardwood From Fine West Virginia Timber.
WARREN LUMBER CORPORATION
Raywood, W. Va.

White oaks ripen their acorns in a single season, while those of red oaks hang on the trees and grow during two summers. They are usually quite small at the close of the first growing season.

Yellow Poplar Lumber Company
Coal Grove, Ohio
Manufacturer.

Oak makes the heaviest of bridge timbers or the finest of period furniture. Is there any other wood so versatile?

The color of the artistic English wood known as brown oak is said to be due to incipient decay which has spread through the texture of the wood.

There are no new problems to overcome in curing or caring for Oak lumber. It has been too long used.

A & B—
If you want Sound, Soft Textured White & Red Oak, best in Plain and Quartered, write
DUBILMEIER BROTHERS & CO.,
Manufacturers, Cincinnati, OHIO

Were all the Oak timber to be destroyed over night the effect on business in general would be chaotic.

The Band Mill, Planing Mill and Dry Kilo of this
Williams Lumber Company
is located at
Fayetteville, Tennessee

Why has Oak always led in offerings at the furniture show? Ask anyone who sells furniture.

All lumber piled in same lengths and similarly loaded in
CLAY LUMBER COMPANY,
Manufacturer, Middle Fork, W. VA.

A & C—
Manufacturers of Hardwood Lumber; also Millwork, Finishing and Oak Flooring.
WEST VIRGINIA LUMBER CO., W. VA.
Charleston.

A—
150,000 ft. 4 1/4 No. 2 Com. Plain Oak
Specifications in Barrens, Ark. Write & Length—
Prompt Shipment
BARB-HOLADAY LUMBER CO.,
Manufacturer, Greenfield, OHIO

Clothes don't make the man, nor does finish make the furniture—but it helps. See the latest.

We are cutting of 20,000 acres of the finest Oak in West Virginia. For very best, try
AMERICAN COLUMN & LUMBER CO.,
Manufacturer, St. Albans, W. VA.

There is a species for every need—a grain and figure for every taste. Are you familiar with them all?

Babcock Lumber Company
Pittsburgh, Pa.
Annual Capacity, 150,000,000 Feet
Manufacturer

Do you know of any other wood that pleases in so many ways and in so many garbs as does Oak?

Pardee & Curtin Lumber Company
Sales Office—Clarksburg, W. Va.
Band Mills—Curtin, Coal Sid-ing and Hominy Falls, W. VA.

Good eating and good Oak go well together. They make an especially logical combination in these days of high prices.

Quarter-sawed White Oak, Plain Red and White Oak
C. L. RITTER LUMBER COMPANY,
ROCKCASTLE LUMBER CO.,
Manufacturers, Huntington, W. Va.

(See page 17)
Kentucky Soft Textured White Oak, Red Oak and Poplar, Hiches, wood, some sized White Oak Timbers, 1916 Ft.
AMERICAN LBR. & MFG. CO., Pittsburgh,
Manufacturer and Wholesale **PENNSYLVANIA**

Oak was spoken of with affection in the Scriptures and will be held in esteem by our children's children generations hence.

A—Manufacturer of Implement Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimensions.

"USE OAK"

* Has Individual Display Ad on Page Designated.

Oak lumber in commercial quantities is produced by forty states and more than 1,500 mills cut it. The number of oak mills in North Carolina exceeds the number in any other state.

Did you ever rest your eyes on a soft-toned Oak waiting? Try it and then tell your customers about it.

The Veners and Hardwood Lumber
Wood-Mosaic Company, Inc.
New Albany, Ind
Manufacturer

Veners and Hardwood Lumber
Hoffman Brothers Company
Ft. Wayne, Ind.
Manufacturer

Oak is just as ornamental today as it was useful five centuries ago—just as useful today as it was ornamental then.

Manufacturers of Hardwood Lumber and Flooring
The Mawbray & Robinson Company
Cincinnati, Ohio

Write for List and Prices
North Vernal Lumber Company
North Vernon, INDIANA
Manufacturer

Everyone KNOWS what OAK is; that in why it is so easy to sell Oak goods.

There will always be a market for all the oak our sawmills have any right to cut.

There are eight evergreen oaks in the United States, more than half of which are confined to the region west of the Rocky Mountains. Not one of them possesses such a value as a source of lumber.

Charles H. Barnaby
Manufacturers of Band Sawn Hardwood Lumber and Veners
Greencastle, Ind.

No one should fancy that the "poach oak" bears peaches. It was given that name because its leaves are shaped like those of a peach tree. It is likewise called white oak, because the falling resembles that of willow.

We have to offer at present, 1 or 4 4 P.M. Quartered White Oak, 1 or 4 4 No. 1 C. & Red Quartered Red Oak.
SWAIN-BOACH LUMBER CO.
Sevierville, INDIANA
Manufacturer

J. V. Stimson
Manufacturer and Wholesale Hardwood Lumber
Huntingburg, Indiana

The finest oak tree still standing if tradition be to be known as Abraham's oak, near Lexington. If the patriarch Abraham ever camped in its shade, as the story goes, the event must have occurred 4,000 years ago.

No wood is more susceptible to the fuming process than oak, and both red and white oak are subject to this process.

Miller Lumber Company
Manufacturer and Dealer in All Kinds of Hardwood Lumber
Marianna, Arkansas

For anything in OAK write these representative firms

R & C
Manufacturers Band Sawn Plain and Quartered, Oak and other Hardwood Lumber
Sabine River Lumber & Logging Co., Inc.
San Antonio, Texas

5 cars 4 4 White Oak F&S & No. 1 C.
10 cars 5 4 White Oak F&S & No. 1 C.
WILLIAMSON-KENY MILL & LUMBER CO.
Manufacturer, Monro, City, ILLINOIS

The laurel oak is more abundant in Florida than in any other part of the United States, but it is not abundant anywhere. Few logs reach sawmills.

Special—100 000 ft. 4 4 F&S Plato White & Red Oak
LAMB-FISH LUMBER CO.
Manufacturer, Charleston, MISSISSIPPI

Paeckle Leitch Lumber Company
SOUTHERN HARDWOODS
General Offices, Conway Building, Chicago
Manufacturer

West Virginia takes all other states in the production of oak lumber, and Tennessee stands second on the list. These two states furnish one-third of all the oak lumber sawed in the United States.

Bedna Young Lumber Company
Manufacturers Band Sawn Hardwood Lumber
Sales Office, East Mill
GREENSBURG, IND. JACKSON, TENN
Please let us have your inquiries

We Manufacture Hardwood Lumber
C. & W. Kramer Company
Richmond, Indiana

The oak tree under which John Wesley preached his first sermon in America still stands in Georgia and is an object of great interest to tourists. It is the common southern live oak.

We specialize in White and Red Oak and in Quartered Lumber. We solicit your inquiries.
ALEXANDER BROTHERS,
Manufacturers, Helzoni, MISSISSIPPI

Factories in the United States use approximately two billion feet of oak yearly, which is about 60 per cent of the total sawmill production of this wood.

Yellow oak is the best named of all the oaks. The inner bark is yellow and is a reliable dye material in historic times, and it might be worth while to investigate it now, in these days of scarcity in the dye market.

All stock out from our Virgin Timber on modern band mills.
HIRSTLETHWAITE LUMBER COMPANY,
Washington, LOUISIANA
Manufacturer

Tallahatchie Lumber Company
Manufacturers of Band Sawn Hardwoods
Philipp, Mississippi

Forests have written of oaks a thousand years old, but there does not seem to be an authentic record of an age of more than 700 years for an oak, based on a count of the annual growth rings.

So far as known, the greatest oak in this country grows on the banks of the Ohio, and all the known trees could stand on a site lot with enough open space for the old growth to grow there. It is very scarce.

ARLINGTON LUMBER COMPANY
Manufacturers of Band Sawn Hardwood Lumber
Mills: Arlington, Ky., and Park Place, Ark.
Write: Arlington, Kentucky

It is believed that the certified stand of all other species of oak in the United States would not equal that of the common white oak. It is fortunate that it possesses so many good qualities and grows in so many parts of the country.

The Germans use some oak in their airplanes, but it is too heavy and brittle to give much service in that place.

2,000,000 Feet of Oak Always on Hand in 1 to 2" Stock
BLISS-COOK OAK COMPANY,
Blissville, ARKANSAS
Manufacturer

The turkey oak in the South received that name at an early period because its acorns were small and were easily eaten by wild turkeys.

(*See page 54)
All stock graded up to quality—knocked down to price.
UTLEY-HOLLOWAY LUMBER COMPANY
Conway Building,
Manufacturer Chicago, ILLINOIS

W. P. Brown & Sons Lumber Co.
2 Band Mills manufacturing hardwoods
Louisville, Ky.

Band Sawn, Steam Dried Arkansas Hardwood
Edgar Lumber Company
Wesson, Arkansas

When artists of the Middle Ages chose a wood for high class carving, such as cathedral portals, altars and triforces, they almost invariably selected oak.

Salt Lick Lumber Company
Hardwood Manufacturer
Salt Lick, Kentucky

J. W. Wheeler & Co.
Manufacturers Band Sawn Hardwood Lumber and Quartered Oak, Ash and Gum
Memphis, Tennessee

Manufacturers of staves for Express methods to contain alcoholic liquors prefer white oak to red for the reason that the wood of the former permits less seepage than red oak.

The Lumber is Well Manufactured and Well Taken Care of. Write us for prices in southern hardwoods
THE FERD BENNER LUMBER COMPANY,
Alexandria, LOUISIANA

It is a matter of interest that very little Japanese oak reaches this country or Europe comes from Japan. Most of it is from the forests of continental Asia, some being cut as far north as Siberia, and other ones from Korea.

The value of oak crates in the tracks of railroads has long been understood by engineers. They are the best service because the wood is hard and wears well and holds spikes well and resists decay.

Special
100,000 ft. 5/4 F&S P. Red Oak
300,000 ft. 4/4 No. 1 Com. Plain Red Oak
500,000 ft. 4/4 No. 1 Com. Plain Red Oak
Chimau Lumber Company, Ltd.
Manufacturer, Alexandria, LOUISIANA

The United States government began its first large purchase of oak in 1862, and since by purchasing tracts of live oak timber in the Southern states to guard against scarcity of material for shipbuilding.

Band Sawn, Equalized, Forked Leaf White Oak
This Oak and Ash Specialties
MANSFIELD HARDWOOD LUMBER CO.
Manufacturer, SUBEVEFOIT, LA.

It has been found out that the famous "Charter Oak" which stood near Hartford, Conn., and which figured so prominently in the early history of New England, was white oak.

A notion prevails that formerly ships were almost exclusively of oak. That was never true of Amer-can ships, which generally contained more pine than oak.

The cow oak is one of the most valuable hardwoods of the South, and belongs to the white oak group. Its acorns are large, thin shelled, and sweet and cattle like to eat them.

B & C— High Grade Lumber
Hyde Lumber Company
South Bend, Indiana
Band Mills: Arkansas City, Ark. Lake Providence, La.

Colfax Hardwood Lumber Co.
Manufacturer Band Sawn Southern Hardwoods
Colfax, Grant Parish Louisiana

The manufacturers of plows have long shown preference for oak for the handles. The wood is strong, is easy to bend in the proper form when steamed, and holds that form ever after.

Carrier Lumber & Mfg. Co., Inc.
Sardis, Miss.
Klin Drive, Mississippi, Specialty
Manufacturer

The hardness of oaks vary as much as 50 per cent when they are compared among themselves, and it is no less difference among different species when their strength is under consideration.

TRY KNOXVILLE TENNESSEE

You can logically do so because you must ultimately depend more and more on this region for your hardwoods.

No higher type of timber can grow than that abounding in eastern Tennessee. It is found on a soil and in an environment which put quality in the trees generations ago. It is our task merely to see that this quality is utilized to the utmost in making the boards you buy. The best of equipment and highly trained organizations working in one place for years at a stretch make that task easy.

Then too you can be sure of getting the best possible service—always.

Ask about it from any of the following:

The Vestal Lumber & Mfg. Co., Knoxville, Tenn., & Fonda, Ky.
The J. M. Logan Lumber Company, Knoxville, Tenn.

OAK, POPLAR, MAPLE

Walnut, Chestnut, Hickory, Cedar, Ash, Basswood, Beech

MEMPHIS TENNESSEE

THE WONDER-CITY OF HARDWOOD PRODUCTION

Cannon Wheels

Continued from page 11

The high grade of the 28,000,000 feet of oak wheel stock adds interest to it. It must be as nearly perfect as it is possible to obtain by close inspection and rigid rejection. It will not do to take chances by having defects in cannon wheels. A breakdown at a critical moment may mean much more than the loss of the cannon. It may cause the loss of a strategic position with all that is involved. For that reason, the oak for cannon wheels must not only consist of the best species but of the highest grades.

After that the wheelwright takes the material in hand and puts his best work on it, and passes it down the line of inspectors, each of whom must watch for faults.

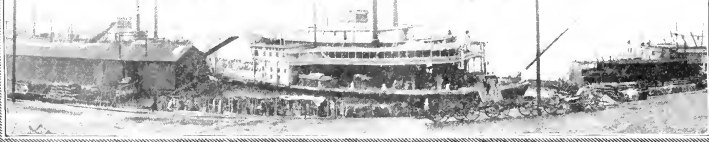
A cannon is a heavy machine, particularly the six-inch rapid firers such as are being sent by thousands to our army in France to teach our enemies a few salutary lessons. The wheels must stand the strain of long continued firing; and this strain may be more severe than that caused by rapid driving over the roughest roads or across country where there are no roads at all.

It would appear that 28,000,000 feet of oak is a large amount to put into wheels for cannon. It is not stated how many guns will be equipped; but it has been stated that, if it is necessary in order to win, Americans will mount guns, wheel touching wheel, along the whole line from Switzerland to Belgium. The 28,000,000 feet of wheel stock already on the way will go far toward constructing that line of guns; but if it should be found insufficient, there will be plenty more as good, and it will go forward as fast as mills can saw it until even the kaiser will say "enough."

Continued on page 12



MEMPHIS



QUARTERED WHITE OAK

1 car 4 1/4" FAS, regular width & length, 6 mos. dry
1 car 4 1/4" Select, regular width & length, 6 mos. dry
1 car 4 1/4" No. 1 Com., reg. width & length, 6 mos. dry

QUARTERED RED OAK

1 car 4 1/4" No. 1 Com. & Btr., reg. width & length, 12 mos. dry

PLAIN RED OAK

2 cars 10 1/4" No. 1 Com. & Btr., reg. width & length, 8 mos. dry
7 cars 12 1/4" No. 1 Com. & Btr., reg. width & length, 8 mos. dry
6 cars 10 1/4" No. 1 Com. & Btr., reg. width & length, 2 mos. dry
20 cars 12 1/4" No. 1 Com. & Btr., reg. width & length, 2 mos. dry

PLAIN RED GUM

5 cars 4 1/4" No. 1 Com. & Btr., reg. width & length, 6 mos. dry
QUARTERED RED GUM
5 cars 4 1/4" No. 1 Com. & Btr., reg. width & length, 6 mos. dry

SAP GUM

5 cars 4 1/4" Box Boards, 9 to 10" wide, reg. length, 3 mos. dry
6 cars 4 1/4" Box Boards, 13 to 17" wide, reg. length, 3 mos. dry
10 cars 4 1/4" No. 2 Com. & Btr., reg. width & length, 3 mos. dry

BEECH

1 car 4 1/4" Log Run, reg. width & length, 4 mos. dry

ELM

5 cars 12 1/4" Log Run, reg. width & length, 4 mos. dry

Ferguson & Palmer Co.

WHITE ASH

2 cars 1 1/2" to 10", FAS
2 cars 5" to 10", FAS
2 cars 5" to 10", FAS, all 1" & 1 1/2"
2 cars 6" to 10", FAS
5 cars 6" to 10", FAS
5 cars 12" to 18", FAS
2 cars 18" to 24", FAS
1 car 8" to 10", FAS
1 car 8" to 10", FAS
1 car 8" to 10", FAS
1 car 10" to 14", FAS, all wide
1 car 12" to 16", FAS, all wide
1 car 16" to 24", FAS, all wide
1 car 7" to 12 1/2", 1 Face Clear
8 strips base dry

5 cars 1 1/2" to 10", FAS
2 cars 2 1/2" to 10", No. 1 Com.
2 cars 6" to 10", No. 1 Com.
2 cars 8" to 10", No. 1 Com.
2 cars 10" to 14", No. 1 Com.
2 cars 12" to 16", No. 1 Com.
1 car 8" to 10", No. 1 Com.
1 car 10" to 14", No. 1 Com.
Largely

HACKBERRY

5 cars 1 1/2" No. 1 Com. & Btr., fine

SOFT ELM

1 large car 8" to 12", 2 Com. & Btr.
1 1/2 car 10" to 14", and 12" & 17" 2

4 Com. & Btr.

AERONAUTIC SELECTED ASH
We have a limited amount of the above very choice stock.

Thompson-Katz Lumber Co.

SAP GUM

257,000' 4 1/4" FAS
251,000' 4 1/4" No. 1 Com.
200,000' 4 1/4" No. 2 Com.
129,000' 5 1/4" FAS
117,000' 5 1/4" No. 1 Com.
109,200' 7 1/4" No. 2 Com.
26,000' 12 1/4" Box Boards
26,000' 9 1/2" Box Boards
26,000' 1" & Water Panel & Wide
26,000' 1"

PLAIN RED GUM

49,000' 4 1/4" FAS, all 12"
169,200' 4 1/4" FAS, 3 1/2 lengths
107,200' 7 1/4" No. 1 Com.
127,000' 4 1/4" No. 1 Com.

90,500' 5 1/4" FAS

ELM

18,000' 10 1/2" Log Run

TUPELO

76,000' 4 1/4" FAS
93,000' 4 1/4" No. 1 Com.
120,000' 4 1/4" No. 2 Com.
10,000' 7 1/4" FAS
12,000' 12 1/4" Box Boards
39,200' 9 1/2" Box Boards

THICK GROWTH OAK

22,100' 16 1/2" No. 1 Com. & Btr.
30,200' 12 1/2" No. 1 Com. & Btr.
10,700' 14 1/2" No. 1 Com. & Btr.
12,900' 16 1/4" No. 1 Com. & Btr.

H. W. Darby Hardwood Lumber Co.

KILN DRIED COMMON OAK

For immediate orders we are prepared to quote attractive prices on 1" No. 1 Com. and No. 2 Com. Plain Oak.

Rates and full information furnished on inquiry

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7 1/2" FAS, 6" to 8"
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1 1/2" FAS, 8" to 10"
1 1/2" No. 1 Com.
1 1/2" No. 2 Com.
8" FAS
8" No. 1 Com.

PLAIN WHITE OAK

1 1/2" No. 1 Com.
1 1/2" No. 2 Com.
6" FAS
7 1/2" No. 1 Com.

PLAIN RED OAK

1 1/2" No. 1 Com.
1 1/2" No. 2 Com.
5 1/2" FAS
6" FAS

4 1/4" No. 1 Com.

8 1/2" No. 1 Com.
12 1/4" Com. & Btr.
10 1/4" Com. & Btr.
COTTONWOOD
10 1/4" No. 1 & 2 Com.
6 1/4" No. 1 & 2 Com.

SAP GUM

1 1/2" Box Boards, 9 to 12"
4 1/4" No. 1 Com.
8 1/4" Com. & Btr.
12 1/4" Com. & Btr.

QUARTERED RED GUM

3 1/2" FAS
8 1/2" FAS
3 1/2" PLAIN RED GUM
2 1/2" FAS
7 1/4" No. 1 Com.
6 1/4" FAS

Memphis Band Mill Co.

Regular Widths and Lengths

BEECH
17,000' L. R., 8 1/4"
29,000' FAS, 6 1/4"
125,000' Panel, 4 1/4", 18" & up wide
50,000' Selects, 4 1/4"
24,000' Pecky, 6 1/4"
ELM
90,000' Panel, 4 1/4", 18" & Btr., 6 1/4"
175,000' L. R., 12 1/4"
15,000' No. 1 Com., 4 1/4"
15,000' No. 1 Com., 5 1/4"
15,000' No. 1 Com., 6 1/4"
50,000' FAS, 5 1/4"
90,000' Panel, 4 1/4", 18" & up wide
150,000' QTD. RED GUM
100,000' No. 1 C. & Btr., 4 1/4"
80,000' No. 1 C. & Btr., 5 1/4"

SOFT MAPLE

470' L. R., 12 1/4"
QTD. WHITE OAK
15,000' FAS, 4 1/4"
80,000' FAS, 5 1/4" & 6 1/4"
35,000' No. 1 Com., 4 1/4"
30,000' PLAIN WHITE OAK
15,000' FAS, 4 1/4"
80,000' No. 1 C. & Btr., 8 1/4"
15,000' PLAIN RED OAK
WILLOW
75,000' FAS, 4 1/4"
100,000' FAS, 6 1/4"
80,000' No. 1 Com., 5 1/4"
100,000' No. 2 Com., 4 1/4"

STAMOCORE

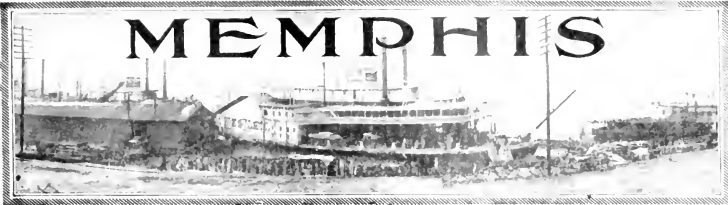
17,000' No. 1 C. & Btr., 6 1/4"
15,000' FAS, 5 1/4", all 12"
100,000' No. 1 C. & Btr., 5 1/4"
22,000' FAS, 12 1/4"

ANDERSON-TULLY CO.

BEECH
6,000' 6" Log Run
4,000' 8 1/4" Log Run
15,000' 16 1/4" Log Run
CYPRESS
25,000' 1 1/2" Shop & Btr.
50,000' 5 1/4" Shop & Btr.
ELM
15,000' 12 1/2" Com. & Btr.
6,000' 16 1/4" Com. & Btr.
RED GUM
8,000' 5 1/4" Com. & Btr.
10,000' 8 1/4" Sel. & Btr.
SAP GUM
75,000' 1 1/2" Com. & Btr.
200,000' 2 1/4" Com. & Btr.
30,000' 6 1/4" Com. & Btr.

MAPLE
24,000' 8 1/4" Log Run
PLAIN RED OAK
18,000' 5 1/4" No. 1 Com.
5,000' 8 1/4" FAS
14,000' 8 1/4" No. 1 Com.
PLAIN WHITE OAK
6,500' 8 1/4" FAS
9,000' 8 1/4" No. 1 Com.
POPULAR
16,000' 2 1/4" Com. & Btr.
9,000' 3 1/4" Com. & Btr.
13,000' 8 1/4" Sel. & Btr.
80,000' 8 1/4" No. 1 Com.
25,000' 8 1/4" No. 2 Com.
200,000' 8 1/4" Log Run
13,000' 16 1/4" No. 1 & 2 Com.

WELSH LUMBER COMPANY



Regular Widths and Lengths

Table listing lumber products such as PLAN RED-GUM, QUARTERED RED-GUM, and SOFT ELM with their respective dimensions and prices.

BROWN LAND & LUMBER CO.

Regular Widths and Lengths

Table listing lumber products such as SAP-GUM, COTTONWOOD, RED-GUM, and SOFT ELM with their respective dimensions and prices.

GEO. C. EHEMANN & CO.

Regular Lengths and Thoroughly Air Dried

Table listing lumber products such as QUARTERED WHITE OAK, QUARTERED SAP-GUM, PLAIN OAK, and PLAIN RED-GUM with their respective dimensions and prices.

R. J. DARNELL, Inc.

Send in your order now for

Table listing lumber products such as SAP-GUM, RED-GUM, OAK, and PLAIN RED-GUM with their respective dimensions and prices.

The Mossman Lumber Co.

Table listing lumber products such as QUARTERED WHITE OAK, QUARTERED RED OAK, and SOFT ELM with their respective dimensions and prices.

THANE LUMBER CO.

Table listing lumber products such as QUARTERED WHITE OAK, QUARTERED RED OAK, and SOFT ELM with their respective dimensions and prices.

Stimson Veneer & Lbr. Co.

Table listing lumber products such as WHITE ASH, QUARTERED RED-GUM, and QUARTERED WHITE OAK with their respective dimensions and prices.

DUDLEY LUMBER CO., Inc.

Table listing lumber products such as QUARTERED RED-GUM, QUARTERED WHITE OAK, and QUARTERED RED OAK with their respective dimensions and prices.

The Kretzer-Cured Lumber Co.



SAP GUM
 150,000* B-B 1/4", 13/12", 10/16", 5 Mo.
 175,000* FAS 4/4", 13/12", 10/16", 5 Mo.
 300,000* FAS 4/4", 6/12", 10/16", 4 Mo.
 500,000* No. 1 C. 4/4", Reg. Width.
 300,000* No. 2 C. 4/4", Reg. Width.
 250,000* No. 1 & 2 C. 5/4", Reg. Width & Length, 6 Mo.
 150,000* QTD. SAP GUM
 150,000* No. 1 C. & B. 8/4", 12 Mo.
 150,000* Regular Width & Length
 100,000* No. 1 C. 5/8", 4 Mo.
 75,000* FAS 4/4", 6 Mo.
 30,000* No. 1 C. & B. 8/4", 8 Mo.

QTD RED GUM
 150,000* No. 1 C. 4/4", 8 Mo.
 75,000* FAS 4/4", 8 Mo.
 50,000* No. 1 C. & B. 5/4", 6 Mo
 75,000* No. 1 C. & B. 8/4", 12 Mo.
PLAIN RED OAK
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 50,000* FAS 4/4", 6 Mo.
 75,000* No. 1 C. 4/4", 8 Mo.
 30,000* FAS 5/4", 8 Mo.
 25,000* No. 1 C. & B. 5/8", 6 Mo.
 45,000* No. 1 C. & B. 8/4", 6 Mo.
PLAIN WHITE OAK
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ELM
 Regular Width & Length
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 150,000* 10/4" Com. & Btr.
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 100,000* 4/4" No. 1 Com.
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 15,000* 8/4" FAS
PLAIN SAP GUM
 200,000* 4/4" Com. & Btr.
 150,000* 5/4" Com. & Btr.
 200,000* 6/4" Com. & Btr.
 150,000* 8/4" Com. & Btr.
QUARTERED SAP GUM
 200,000* 6/4" Com. & Btr.

200,000* 5/4" Com. & Btr.
 100,000* 10/4" Com. & Btr.
 100,000* 12/4" Com. & Btr.
QUARTERED RED GUM
 150,000* 5/4" Com. & Btr.
 100,000* 6/4" Com. & Btr.
PLAIN RED GUM
 200,000* 4/4" No. 1 Com.
 200,000* 5/4" No. 1 Com.
 75,000* 6/4" No. 1 Com.
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 5,000* 10/4" No. 1 Com. & Btr.
 30,000* 8/4" No. 1 Com. & Btr.
 20,000* 12/4" Log Run
SOFT MAPLE
 12,000* 4/4" Log Run
LAUREL
 12,000* 4/4" Log Run
CYPRESS
 50,000* 4/4" Log Run
 15,000* 8/4" Log Run
RED GUM
 30,000* 4/4" FAS
 225,000* 5/4" No. 1 Com.
QUARTERED RED GUM
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PENROD-JURDEN & McCOWEN, Inc.

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 150,000* 1/2" No. 2 Com.
 15,000* 1/2" No. 2 Com.
 2,000* 3/8" No. 2 Com.
 2,500* 3/4" No. 2 Com.
 2,000* 4/4" No. 2 Com.
 2,000* 5/4" No. 2 Com.
 2,000* 6/4" No. 2 Com.
 1,000* 8/4" No. 2 Com.
PLAIN WHITE OAK
 15,000* 1/4" FAS
 200,000* 1/2" No. 1 Com.
 150,000* 1/2" No. 1 Com.
 75,000* 5/8" No. 1 Com.
 200,000* 1/4" No. 2 Com.

Russe & Burgess, Inc.

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QUARTERED RED GUM
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 15,000* 6/4" No. 1 Com.
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 6/4" No. 1 Com., 40 M Ft.
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 5/4" No. 1 Com., 20 M Ft.
PLAIN OAK MIXED
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 4/4" Shunt Wormy, 60 M Ft.
QUARTERED RED GUM
 4/4" FAS, 30 M Ft.
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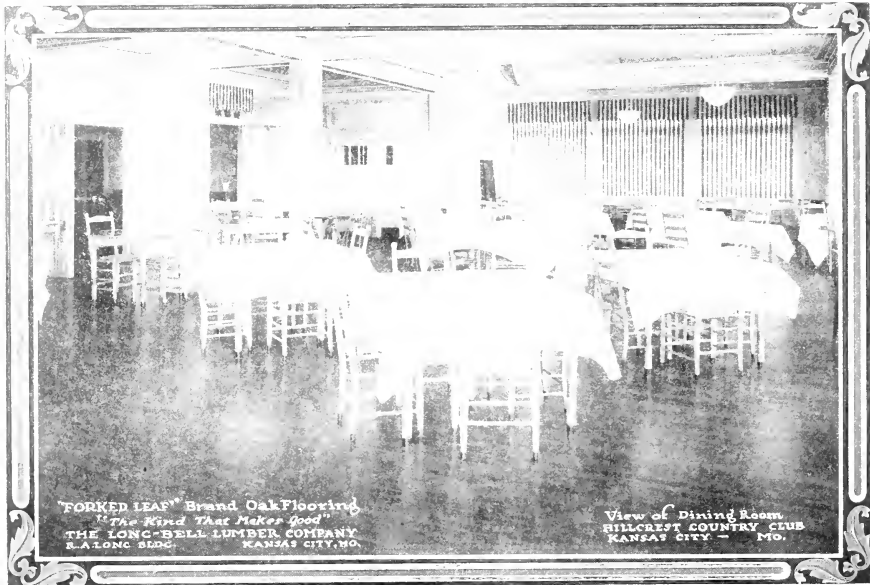
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SAP GUM
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 150,000* No. 1 Com. & B. 8/4"
RED GUM
 100,000* 1e & 2e 6/4"
 100,000* No. 1 Com. 6/4"
 100,000* 1e & 2e 8/4"
 80,000* No. 1 Com. 8/4"
WILLOW
 100,000* 1e & 2e 4/4"
 60,000* No. 1 Com. 6/4"
ASH
 100,000* No. 1 Com. 4/4"
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 10,000* 1 1/2" FAS
 60,000* 1 1/2" Com. & Btr.
 30,000* 2e No. 1 Com.
 15,000* 2e Com. & Btr.
PLAIN RED GUM
 15,000* 2e Com. & Btr.
QUARTERED RED GUM
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 50,000* 2e Log Run
 12,000* 1 1/2" SOFT MAPLE
 15,000* 1 1/2" HACKBERRY
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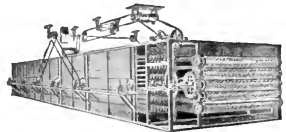
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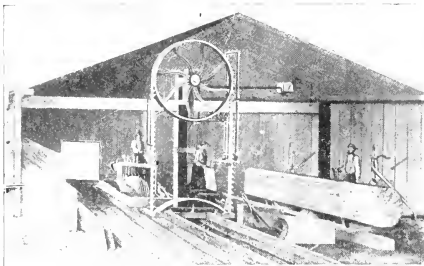
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1 car 7/8 No. 1 C. & Btr. S2S	3 cars 4/4 No. 1 Com.	5 cars 12/4 FAS
	2 cars 6/4 No. 1 Com.	
	1 car 8/4 No. 1 Com.	
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2 cars 5/4 FAS, plain	1 car 6/4 No. 1 Com.	6 cars 8/4 FAS
5 cars 10/4 FAS, plain	1 car 8/4 No. 1 Com.	4 cars 12/4 FAS
5 cars 12/4 FAS, plain	1 car 4/4 Box Boards, 13-17"	2 cars 16/4 FAS
1 car 4/4 No. 1 C., plain	3 cars 4/4 Box Boards, 9-12"	
2 cars 10/4 No. 1 C., plain		
		QTD. RED GUM
		1 car 6/4 FAS
		1 car 8/4 FAS
		2 cars 4/4 No. 1 Com.
		2 cars 6/4 No. 1 Com.
		1 car 8/4 No. 1 Com.

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Beaumont Lumber Co.
BEAUMONT, TEXAS



Hardwood Record

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Published in the Interest of the American Hardwood Forests, the Products thereof, and Logging, Saw Mill and Woodworking Machinery, on the 10th and 25th of each Month, by

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CHICAGO, AUGUST 25, 1918

No. 9



Review and Outlook



General Market Conditions

THERE IS FURTHER TALK this week about the action of certain manufacturers who are so blatantly disregarding cost sheets in their offerings of hardwood lumber. The new turn of affairs reveals a condition strikingly unique in hardwood circles, i. e., an almost united array of important operators who prefer to stand aloof and wait until their price offerings are cleaned out to joining the usual wild scramble for orders at any old prices. Unusually prices have begun to fall so far as a result of the sales of a small percentage of northern lumber, some alarmed just as soon as the buying trade gave any evidence of being less anxious for lumber than hitherto. A close study of the change, though, leaves no room for doubt as to what is really behind it all.

In the first place, there are more on-line mills manufacturing hardwood lumber than are cutting any other kind of stumpage. In the aggregate the plants coming in this category cut quite a figure in total production. Also with very few exceptions mills in this class have no selling organizations and are poorly informed of trade conditions.

Hundreds of such mills began cutting a few months ago on the rising market. Everything looked rosy and the owners viewed the tilting foundations with satisfaction. It was not their custom to ship out on a diversity of orders as the lumber reached shipping conditions, but rather to hold for the most promising offer for sale on bloc. What happened? All this lumber reached the dry state at the same time as these small mills were given their new start almost simultaneously. They were ready to ship and suddenly the buying trade began to hold back. They were loaded up with big purchases proflating the freight advance, or were off on orders or for other reasons previously recounted were not showing any great desire to spend money for lumber. Here the uninformed small manufacturer ran true to form and speedily lost his head. He began to stir around here and there where he thought he knew a likely buyer, and in the continued absence of action got still more panicky and plunged pell-mell after the lumber jobber, who justifiably took advantage of the opportunity and stocked up at a low figure. This was inevitably followed by lowered quotations on his part quotations which helped him get the business and at the same time left him a margin of profit. But there were many such buyers from small millmen and the result was that soon competition among the rehandlers caused even lower quotations. That is where the situation is today, ordinary commercial boards being in the worst position.

This accumulation of small mill stocks is big enough to have an effect and at the same time not big enough to begin to fill the need.

The situation in lumber stock cannot be regarded as one that will be in the control of the latter class of manufacturers any time it will be up to them to determine their own fate. It may now and then be their costs and have the courage to do the only thing possible to save their little chance that the market can grow into something better. However, if any number of the big millmen are to lose their nerve and throw their stocks into the pool the result will be different. So far the strengthening result of a cautious work is holding the recognized trade to the mark. If that courage does not wane the next month or two should see prices not as high as or higher than ever for southern hardwoods.

The above situation holds mainly for the South. The absolute dearth of hardwoods in the North fortifies the northern lumber factor's courage, but he must eventually feel the pressure of the stimulation from the action of those southern woods with which certain of his species compete.

Lesson Learned in War

ONE OF THE LESSONS learned in the present war is that, even from disease may be greatly reduced. This should apply to the business of civil life as well as in the business of war. The American army has made the discovery and set the price.

During the Mexican war in 1847 the death rate from disease per year was one in ten of the men in the army. During the Crimean it was one in twenty five; during the Spanish American war it was one in forty; and in the Russo-Japanese war the rate of death by disease fell to one in fifty. During the present war the death rate from disease among American troops has been fifty per cent and the latest report indicates only one in five hundred per year. This applies to soldiers abroad and at home. It is only one third as high as the death rate among men of military age in civil life, showing that health is three times as good in the army as out of it.

A lesson that can be turned to practical account might be learned from these records. If it is possible to so reduce loss from disease in the army, why not reduce it equally low in the civil life? It is a matter of enforcing rules of sanitation. The army has constantly been called upon to economize and conserve, and has not conserved health which is the one great asset that cannot be seized.

It would mean a great deal to factories and works where many men are employed if the loss of time and of life by disease could be cut down to the lowest level. It could be done by providing food and drinking water from contamination by erecting sleeping quarters against invasion by germ-carrying mosquitoes; by keeping premises clean; by vaccination against contagious diseases.

cases, and in other similar measures which are strictly enforced in the army. Much progress has been made by manufacturers along these lines, but many practicable preventive measures are not being taken to protect the health of employes, and a death rate from disease three times greater than that in the army is the result.

Practical Patriotism

HUMAN INCONSISTENCIES are advertised in many ways, but in none more effectively than in the elaborate convention program which still holds sway.

Gatherings of men allied in ranks of industry are highly desirable, and in fact, strictly essential to the national causes, but it is not essential that these men gather together in a convention which has an elaborate and expensive entertainment attached and spend most of their time talking about the necessity for economy.

Fully realizing the inconsistency of this situation, the officials of Hoo-Hoo have indefinitely postponed the pending September annual meeting, which was to have been held in Chicago under rather elaborate surroundings. The postponement is frankly the result of an honest desire to economize and to divert useless expenditures into directly useful channels.

The decision is a commonsense one and represents the kind of patriotism which means something. The order is now so solidly rebuilt that the annual gathering is not essential to its continued progress. There being no industrial or similar problems vital to the war prosecution that would be apt to come up for settlement before this convention, the gathering was not considered of strict enough necessity to warrant the large outlay that would result.

Railroad Rates and Land Seekers

CAUSE AND EFFECT WILL SHOW their relationship before long in the matter of railroad passenger rates and settlers for outover lands. Much of the country's prosperity in the future depends upon the kind and number of people who settle on those lands. They constitute the principal bodies of good, cheap agricultural ground still open for settlement. They lie north, south and west and to some extent east. The timber has been removed and the ground lies vacant and invites the farmer to clear the tracts and put in the plow.

In many regions the railroads were accustomed to run cheap excursions to the outover lands, carrying people who wanted to see for themselves. The expense of a personal investigation was moderate because the rates were low. A considerable number of those who went to see, returned to buy. In that way the settlement of the lands went on at a fairly rapid rate, and the settlers were industrious people who possessed some means.

The government took over the railroads, and passenger rates have been advanced to approximately three cents a mile. On the assumption that the cheap rates accorded land lookers will be discontinued, it becomes a question as to what effect this change may have on the settlement of outover land.

The rate of three cents a mile is not so high but that a man will travel where business calls him; but the ordinary person, who has heard of land five hundred miles away and is sufficiently interested to want to see it for himself, is usually not sufficiently interested to pay three cents a mile each way for a round trip ticket. He is not thinking seriously of buying the land, but he feels that he would like to see it anyway. If he goes and has a look at it, he becomes a prospective purchaser. He will begin to figure whether he can buy and whether he ought to. But if he does not go to see the land, it is almost certain that he will not buy any. Doubtless ninety percent of those who have bought outover land and settled on it, first went to see it without any very definite purpose of buying.

In view of this, it is a question whether the high railroad fares will not produce an immediate falling off in the purchase and settlement of outover lands at the very time when the development of those waste tracts ought to be encouraged. Every new acre brought under cultivation increases the country's permanent wealth. Increased wealth will be needed to help bear the burden of debt incurred in the war.

Saving of Assets and Operating to Meet Present Conditions

WHILE MANY GOVERNMENT DEPARTMENTS ARE BUY-ING quite freely of hardwood lumber, policies inaugurated at Washington, particularly with reference to non-essentials, have had a disquieting effect upon the lumber trade. The most recent jolt was in the form of an order giving notice that the manufacture of pleasure automobiles will be practically eliminated, the manufacturers being limited to a 25 per cent production. This is merely for the purpose of cleaning up raw materials. In effect the order means the suspension of an industry that has been annually consuming about 100,000,000 feet of hardwood lumber.

While it is true that government agencies are rapidly ironing out their specifications so that the flow of specialized stocks into war work will continue consistently, it is useless to argue that such regulations as this whereby whole industries may be put out of existence by one sweep of the pen will not affect the lumber business. Therefore it seems there is a possible chance of overproduction in some of the normal lines if manufacturers do not carefully analyze the frequent and radical changes in demand. Overproduction would naturally be followed by indiscriminate quotations mostly out of line with the modern cost of production. Radical accumulations would cause peddling of overstocks at almost any price.

With the exception of plain oak in the upper grades, values have held higher than in many years. This has made it possible to add sufficiently to the profits and has assisted hardwood men to get something like fair benefits from the sale of the products they manufacture. But if selling is not carried on scientifically values have a tendency to drop away, and lack of demand for a few weeks might soon dissipate unusual profits and bring returns down to a relative basis that would seriously affect the hardwood business.

The only solution of rapidly accumulating problems is for a man to look beyond his own backyard conditions for indications of the proper course. This can best be accomplished through the manufacturers' associations extending every possible help to members to the end that production may be checked up closely with supply and demand and operations maintained accordingly. If such assistance were ever needed, it is needed today, and if there were ever a time when producers needed to utilize the service of their associations, the time is now.

The war period is a poor time for careless salesmanship or for allowing a sawmill to run itself. The whole hardwood lumber industry would profit by broader exchange of views and by closer analysis of market values and of the relative comparison between supply and demand in the various grades. It is necessary today to cut the cloth to fit the man—to regulate the hardwood cut so that it keeps pace with changing requirements for various specifications.

The sash, door and trim people are doing practically nothing and there is very little life in the furniture business. Still, most producers have had a fair demand right through the vacation time. Of course, here and there can be found a manufacturer who begins to get nervous and loses his head as soon as his order file appears thin. This is poor business and it would be better to shut down the mill than to go after orders at any old price. The producer should bear in mind that each hardwood tree he fells leaves just that much less and cannot be replaced, and it would be far better to leave a lot of those trees in the woods, even if it is necessary to stop operations, than to be a factor in demoralizing the market at a time when production costs are higher than they have ever been before.

It is a better policy to closely study the market and the trend of consumption than to go along blindly and indiscriminately pile up lumber on the yards regardless of profitable sales.

The distance to which wind will carry tree seeds is not definitely known, but doubtless several miles in some instances. The mud on the feet of a wild goose has been known to carry rice 1,500 miles, and it might carry tree seeds an equal distance and successfully plant a seed that far from the parent tree.



Uses of Birch by Industries



More than 400,000,000 feet of birch lumber are cut annually, all may be an overstatement, but a very large amount of quantities, but outside of these uses, the birch is used in a few other species of birch follow.

Sweet birch ranges from New England to Florida and westward as far west as Illinois. It is the dominant species of the Allegheny and Ozark westward along the mountains to New York, Georgia and Tennessee.

Yellow birch has the same range as the sweet birch, but does not extend quite so far west. It is found further west. It is at its best in Michigan and Wisconsin.

Paper birch is a northern tree, ranging from the Atlantic to the Pacific, but is at its best in New England and the Lake States.

These three furnish nearly all of the birch lumber, but a little is supplied by the following:

White birch, sometimes called yellow birch, amounts to little outside of New England, and of no great importance there. The trees are small.

Mountain birch ranges from the Rocky Mountain states to the northern Pacific coast states, and very little of it finds its way to sawmills or factories.

River birch occurs from New England to Florida and westward to the Mississippi river and beyond. It has the most scaly bark of all the birches, and the rolls are often of a bronze or copper color, while those of yellow birch are silvery with a tinge of yellow, and those of paper and white birch are white. The bark of sweet birch rolls very thick.

The heartwoods of all the birches look much alike, being brown or reddish, except that of river birch which is pale and character less, and because of its lack of color, river birch is little used.

The sapwood of paper birch is desirable for spoons and shoe pegs, and its heartwood, though constituting a relatively small part of the tree's trunk, is used in the same way as the heartwood of sweet and yellow birch.

Most of the birch lumber that goes into house finish and furniture is sweet or yellow. In the market no distinction is made between the two woods. They look so much alike that they cannot be distinguished one from the other, though the standing trees are generally clearly distinguishable, yet, when yellow and sweet birch trees are large and old, experienced lumbermen are sometimes puzzled to tell which is which.

One or more species of birch, in addition to those named above, are distinguished by botanists, but are not recognized by laymen.

The table which follows lists, according to states and industries, the entire yearly use of birch by factories in this country; but the different kinds of birch are not separated. It would be quite impossible to separate them. The two items, spoons and

clocks, are the only two that are separated, and the remaining uses are grouped under "other uses."

There are 100,000,000 feet of birch lumber cut annually in house finish and furniture, 100,000,000 feet of it goes into the interior house finish, 30,000,000 feet of it goes into the exterior house finish, 10,000,000 feet of it goes into the largest quantity represented in the table, 30,000,000 feet of the best grades of cheaper lumber for general use.

The total quantity of birch lumber in the United States approximately 500,000,000 feet of lumber per 100,000,000 feet more than the same quantity of the other woods that a large quantity, at least 25 percent of the birch lumber in the factories is not in the form of lumber, but in the form of other products.

The following table shows the principal producers of birch.

Year	Yearly lumber cut, feet	State	Yearly lumber cut, feet
Wisconsin	179,549,000	Vermont	22,980,000
Michigan	59,274,000	West Virginia	16,500,000
Maine	28,088,000	New Hampshire	10,375,000
New York	23,192,000		

National Forest Receipts Increase

Receipts from the national forests in the fiscal year 1918, ending June 30, exceeded those for 1917 by almost \$129,000 and totaled over \$457,000. The increase does not come up to the big increase of the year before, which was more than \$600,000, but still shows a healthy growth in most lines of business on the forests. The cost of operating the forests was about \$1,000,000, and was practically the same as in the previous year. This is exclusive of the additional expenditures caused by the very serious fire situation, and for which a special deficiency appropriation of over \$700,000 was made by Congress.

Clockmakers in this country use nearly 8,000,000 feet of wood a year, and they employ it in many ways. Most of it is worked into cases, but some clocks are wood, both case and works, others have wooden faces or hands, or pedestals. Before clocks were manufactured by machinery, and when everything was hand work, some makers turned out very fine and valuable clocks with scarcely any metal about them. Apple and pear wood were considered the best, though persimmon rated near them. The wood of the two fruit trees was smooth and assured little friction in the running parts. During long spells of rainy weather wooden clocks were inclined to give trouble because of the swelling of the material. Many of the old-time "grandfather clocks" were practically all wood, cases, wheels, hands, and all.

USES OF BIRCH BY STATES AND INDUSTRIES—FEET PER YEAR.

States.	Millwork.	Boxes.	Furniture.	Spoons.	Wooden ware.	Office fixtures.	Vehicles.	Musical Instruments.			Shoe Findings.		Cars.
								Harpes.	Dowels.	Findings.	Findings.	Cars.	
Wt.	13,474,000	15,597,000	298,874,000	.....	15,620,000	1,744,000	1,283,000	37,000	.....	.....	.....	545,000	.....
Ill.	11,037,000	20,923,000	18,144,200	.....	2,757,500	350,000	3,007,500	.....	.....	.....	.....	.....	.....
Maine	770,000	676,000	2,992,000	18,813,000	6,750,000	70,000	.....	.....	2,822,000	507,000	4,880,000	1,298,000	.....
Mich.	16,997,050	6,750,000	6,011,550	.....	105,500	2,122,500	1,081,375	288,100	1,900,000	500,000	.....	.....	.....
N. Y.	18,077,000	2,550,000	13,098,382	.....	187,500	1,055,500	1,165,000	2,791,500	804,000	546,000	91,000	7,500	.....
Minn.	17,176,800	1,114,300	3,250,839	.....	5,137,000	1,576,000	322,000	.....	100,000	.....	.....	1,140,417	.....
Vt.	2,500	70,000	20,000	277,750	1,309,500	.....	.....	.....	282,500	.....	.....	.....	.....
N. H.	7,960,800	17,000	1,304,893	6,758,000	135,000	62,000	1,010,000	.....	218,000	.....	2,512,000	40,000	.....
Penn.	4,493,422	6,009,000	2,195,670	.....	169,500	832,300	1,514,500	30,000	207,750	.....	.....	312,845	.....
Mass.	828,000	317,500	6,088,000	2,492,000	.....	44,000	82,000	1,504,000	202,000	.....	.....	28,000	.....
Ind.	1,546,120	4,655,000	1,149,807	.....	.....	107,000	1,520,500	76,000	.....	.....	.....	2,294	.....
W. Va.	4,992,000	3,200,000	250,000	.....	.....	20,000	450,000	.....	330,000	.....	.....	10,000	.....
Ohio	3,635,990	7,655,000	877,996	.....	91,000	1,443,844	258,000	125,000	100,000	.....	.....	54,927	.....
Iowa	1,394,150	1,130,000	859,650	.....	225,000	312,000	130,000	2,000	.....	.....	.....	.....	.....
Conn.	461,300	.....	525,000	312,250	557,000	14,440	10,500	.....	.....	.....	.....	.....	.....
Mo.	1,785,320	.....	37,800	.....	1,000	501,150	21,500	.....	.....	.....	.....	164,000	.....
Md.	1,555,000	200,000	896,000	.....	.....	100,000	.....	.....	.....	.....	.....	.....	.....
N. J.	693,700	.....	63,300	.....	106,500	98,000	145,200	474,000	.....	.....	.....	.....	.....
Cal.	698,000	.....	50,670	.....	1,930	343,142	276,750	3,000	.....	.....	.....	1,250	.....
Tenn.	1,113,000	10,600	20,000	.....	.....	150,000	.....	.....	.....	.....	.....	.....	.....



American Forest and Fuel Supply



People are now giving more thought to wood as fuel than they have been accustomed to give in the past. Warning after warning has gone out that enough coal cannot be produced to meet the needs next winter. In view of this it seems pertinent to inquire into the ability of forests to furnish fuel permanently, if it should become necessary to do so. Cordwood might be produced in almost unlimited quantities for awhile, but is it possible to exhaust that supply by cutting it faster than it grows? It is not an academic question but is one that should be approached seriously.

According to Albert H. Pierson's estimate, in Forest Service Circular 181, one cord of wood as fuel is required yearly for each man, woman and child in the United States, aggregating 100,000,000 cords, based on the population at this time. This represents the demand for wood fuel in normal times and does not allow for any extra demand due to coal shortage.

Suppose that it is necessary, as in normal times, to supply one cord of wood fuel a year to every person, how many acres of woodland will be required to meet the demand? How much forest land is needed to grow one cord of wood a year, consequently, to supply fuel for one person perpetually?

Vigorous hardwood land in the southern Appalachian region is rated with ability to grow fifty cubic feet of wood a year, and there are 128 cubic feet in a cord. But the rate of growth in that region is a little greater than the average for the forests of the whole country. The estimate is probably high enough if three acres are credited with the annual growth of one cord, or an average of about 43 cubic feet a year. Taking that as the rate, three acres to produce one cord of wood a year, it is easy to show what the country's entire forested area is capable of doing.

In "The Forest Resources of the World," by Raphael Zon, Forest Service Bulletin 83, the forest area of the United States, exclusive of Alaska, is placed at 544,400,000 acres. At the rate of one cord of wood yearly from three acres, the annual wood harvest may be 181,000,000 cords, or 81,000,000 more than is needed for fuel at present.

But fuel is not the only demand upon the woodlands. They must furnish lumber, fence posts, telephone poles, crossies, and other sawed, hewed, or round material, as well as cordwood, and the total of these is not less than the equivalent of 50,000,000 cords of wood a year. That is in addition to 100,000,000 cords of wood for fuel.

Fifty billion feet of lumber is equivalent to 80,000,000 cords, counting 600 board feet to the cord. It is thus seen that wood equal to 180,000,000 cords must be furnished annually by the country's forests, to meet the present needs of the people.

That is about what the forests are now furnishing, and it figures out almost exactly the yearly growth, provided the growth is 43 cubic feet of wood per acre per year. It is doubtful if the growth is really that much; but, at best, the forests are now supplying to their utmost, without going beyond the yearly growth. To go beyond that rate, and take more from the forests than is replaced by new wood, will be drawing upon the capital and will result in permanent scarcity.

Americans have never accustomed themselves to consider the rate at which wood is growing. There has always been plenty; but the time is in sight when surplus supplies will no longer exist. A shortage in coal, leading to increased demand for wood, will bring home to the people in certain parts of the country the unwelcome fact that even cordwood may run short.

There are states whose forest areas have been so reduced that they are no longer able to grow enough cordwood to supply one cord a year to their own people, even if the whole growth goes into fuel, and none into lumber, posts, poles and other articles. The following states are in that class (see Zon's bulletin, page 68, for the exact figures):

Connecticut,	Iowa,	Nebraska,	Ohio,
Delaware,	Kansas,	New Jersey,	Pennsylvania,
Illinois,	Maryland,	New York,	Rhode Island.
Indiana,	Massachusetts,	North Dakota,	

Fifteen states, as here listed, have not enough woodland to furnish, from yearly growth, one cord a year to each one of their people. By sacrificing their remaining forests and woodlots, they might furnish the annual cord to each person for some years yet, but that would mean the destruction of resources on which permanent supplies must depend.

Chestnut Timber for Shingles

Blight is destroying chestnut timber in a large portion of this tree's range, and in many localities it is important to convert the wood into salable commodities before it is damaged by decay. It is useful for a large number of purposes, but the demand is not up to the supply on account of so much blighted timber being offered.

More of it might be worked into shingles. The annual output was running close to 100,000,000 million shingles at the time the last census was taken, and was increasing at that time. Chestnut is not one of the most important shingle woods of the country, nor is it among the least important. It occupies a midway position, as the following list shows:

Annual Shingle Output.		Annual Shingle Output.	
Wood.	Output.	Wood.	Output.
Cedar	10,963,817,000	Hemlock	76,029,000
Cypress	1,386,722,000	Western pine	68,934,000
Yellow pine	1,293,565,000	Oak	32,818,000
Redwood	506,651,000	All other	56,724,000
White pine	283,213,000		
Spruce	147,132,000	Total	14,907,371,000
Chestnut	91,766,000		

Though chestnut lack a great deal of coming up to some of the other shingle woods in quantity of output, the product heads the list in value per thousand. That ought to be a fact worthy of consideration, for it shows possibilities of increasing production. The wood is durable, which is one of the most essential qualities in a shingle. For the sake of comparison, the following average millyard values of different kinds of shingles are shown. Though the figures are the latest available, they are not very recent, but perhaps the same ratio still holds:

Wood.	Average Value		Wood.	Average Value	
	Per M.	Per M.		Per M.	Per M.
Redwood	\$1.30		Hemlock	\$2.45	
Cedar	1.92		Yellow pine	2.46	
Western pine	2.08		Cypress	2.56	
Spruce	2.19		Oak	2.95	
White pine	2.26		Chestnut	3.24	

Chestnut shingles can be made from timber too small for economical conversion into lumber, and for that reason, shingle mills might find profitable work in young stands of second-growth chestnut that is threatened with destruction by blight.

Chestnut is a valuable forest tree in a dozen states, and moderate quantities are made into lumber in nearly as many more. Based on the production of chestnut lumber in the several states, those with most of this timber are, in the order named, West Virginia, Pennsylvania, Connecticut, Tennessee, Virginia, North Carolina, Kentucky, Maryland, Massachusetts, New York and New Jersey.

Two species of chinquapins, or little chestnuts, occur in the United States, one in the eastern states, the other on the Pacific coast. The latter is known as the golden chinquapin from the yellow fuzz on the underside of the leaf. The nut is about the size of a large bean and bears eat them greedily, picking them from the low bushes where they grow. The eastern chinquapin's nut is slightly larger. Both kinds grow in burrs like chestnuts, but less than half as large. Trees are usually too small for lumber, but when any has been cut it passes as chestnut. The trunks of chinquapins are said to be immune to attack by borers which so frequently riddle chestnut trees.

Hoo Hoo Annual Postponed for Year

After consulting the members of the Order, their wives and family of ancients to the 1918 annual meeting at the University of W. A. Public has decided to postpone the 1919 annual meeting to an indefinite date. The Executive Board of the Order has decided to postpone the 1918 annual meeting to the fall of 1919, or to the 1919 annual meeting to be held in the fall of 1919, or to the 1919 annual meeting to be held in the fall of 1919.

The reasons that induce the postponement are the absence of ancients to come to the 1918 annual meeting, the fact that, owing to a large proportion of the members being engaged in the manufacture of lumber, which is a very busy season, they should not be asked to take time from their work to attend an annual meeting. Also, that the 1918 Labor Day was on September 28.

The cost of attending the 1918 annual meeting will be almost double any previous year and, as the members of the Order of Hoo Hoo are determined to see that nothing comes during the government war the war, they felt it was their duty to advise the members to forego the pleasure of meeting at the Hoo Hoo at an annual and save the money to be left to the Order. It also costs considerable for the order to hold an annual meeting, and it was decided that this money should be conserved for the future that will help the order do its share in the all important work of creating the Ham. Other reasons might be mentioned, but it is desirable to advise postponement under present war conditions, but the above are the principal ones.

The snark of the universal members felt sure that the members of the order will appreciate the decision they have made and although the annual will not be held, the members will enter the new year with greater enthusiasm than ever and do their utmost to increase the effectiveness of the important work Hoo Hoo has to do.

It is the desire of the snark and supreme nine that, in lieu of holding the annual, the vicegerents of Hoo Hoo arrange to hold

the 1918 annual meeting at the University of W. A. Public in the fall of 1919, or to the 1919 annual meeting to be held in the fall of 1919, or to the 1919 annual meeting to be held in the fall of 1919.

In the meantime, it will be the duty of the snark and supreme nine to do all that is possible to keep the Order of Hoo Hoo in the best of health and to see that the members of the Order are well and happy. The snark and supreme nine will continue to do all that is possible to keep the Order of Hoo Hoo in the best of health and to see that the members of the Order are well and happy. The snark and supreme nine will continue to do all that is possible to keep the Order of Hoo Hoo in the best of health and to see that the members of the Order are well and happy.

The Order of Hoo Hoo has had a wonderfully successful year considering the great difficulties encountered by reason of present war conditions. Full financial and other reports which would have been given at the annual will be published in the November bulletin.

The postponement of the annual will mean that the present supreme nine will hold office for another year. If there are any changes they will be published in the November bulletin.

In the meantime the supreme nine asks that all Hoo Hoo members in the present critical times the man who helps his fellow lumberman to enjoy health, happiness and long life is doing great good for his country, the lumber industry and himself.

Heavier Log Movement in South

The movement of logs to mills at Memphis and elsewhere in the valley territory is heavier now than for a number of months, indeed, for more than a year. Officials of the Valley Log Loading Company of Memphis report that, at the present rate of loading, something like 200,000 cars will be prepared for shipment on the Yazoo & Mississippi Valley and Missouri Pacific roads during the current month. This will be an increase of nearly 20 per cent over the figures of this company for July, while July was the best month since the core ponding period a year ago.

As a result of the increased movement of logs, hardwood production is increasing somewhat, though it is still rather below normal for this time of the year. The mills have enjoyed a better supply of labor recently and this has also helped them materially. They are making the best of present labor and transportation conditions, for they are aware that neither will obtain very long. Already there is a large movement of box cars and other equipment from the southern hardwood field for the moving of wheat and other crops, while it is regarded as certain that there will shortly be a return of the farm labor, more or less available for work at the mills and in the woods, to the farms to gather the corn and cotton crops. A distinct shortage of men is regarded as logically certain, while the shortage of labor a little later promises to be unusually acute.

In the meantime, quite liberal quantities of logs are being cut and placed on the rights of way of the railroads against later needs. Indications are that the cut is very close to normal, because owners of mills have been doing everything possible to take advantage of the labor supply available. Weather conditions have been unusually favorable and this has proven a great help.

A number of the small country mills which have not been operating until recently are accumulating quite a bit of stock and it is apparent that their output, thrown on the market under rather unfavorable conditions, has been one of the factors tending to depress prices. Most of these smaller operators have no regular selling agencies and, when they accumulate stock which is ready for shipment, they offer it in ways that often do the merchant a great deal of harm. Some members of the trade here feel that the method these millmen have adopted of disposing of their stock is the worst feature of the entire southern hardwood situation.

Forked-Leaf Oak

Two oaks have the name "forked leaf" in this country, one belonging to the red oak group, the other to the white oak, and both are confined to the southern states. The red oak, which carries forked leaf as part of its name, is commonly called tulip oak, and botanists know it as *Quercus catesbeii*. It ranges along the coast from North Carolina to Florida, and is found as far west as Louisiana, but not abundantly much west of Georgia. The wood is of fairly good grade, but is not important in the lumber business. It is known in some localities as forked-leaf black jack.

Forked leaf white oak is wholly different. It is known also as overcup oak, swamp post oak, water white oak, and swamp white oak, while botanists call it *Quercus lyrata*. Lumber selling as forked leaf oak is cut almost exclusively from this species. It is perhaps the most important of the southern white oaks, but in abundance it does not compare with the common white oak of the northern and eastern states.



The Lumberman's Round Table



The Market for Bridge Plank

Road construction is one kind of work that the government probably realizes the advantage of, in view of the fact that good roads mean better facilities for transportation by horse and motor-driven vehicles, and therefore tend to take some of the burden off the railroads. At all events, a good deal of road building is going on, and it is helping the farmers to get their crops to market, and helping manufacturers to make deliveries in their local trade territories.

This work always involves a considerable amount of bridge building, and hence a considerable market for the sale of bridge plank. The sawmill man who is looking for a specialty which always has support from buyers, and who has lumber which will cut to advantage in the dimensions required for this product, can do much worse than feature bridge plank. Road building is sure to be stimulated as time goes on, and it is unlikely that the man with a good stock of this material will find it difficult to dispose of.

Developing Commercial Drying

Commercial sawing and planing have been done for a long while, and there is no reason why commercial drying of hardwood lumber should not be done on a considerable scale. Of course, some of this business has been handled right along, principally, however, as an accommodation proposition; but there have been indications of late that it is to be developed as a regular feature of the business.

Undoubtedly there is a real service to be performed in this way. Comparatively few hardwood manufacturers have kilns, and on the other hand a great many consumers, especially those whose requirements are not extensive, are not in a position to dry their own stock. As air-drying is no longer practicable, they must buy lumber that is kiln-dried, and that means that the manufacturer must arrange to have it dried in transit if he has no kiln of his own.

The traffic situation of course enters into the proposition to a considerable extent, and the logical place for commercial kiln drying is at one of the gateway cities, where the rates break, as otherwise the movement may be interrupted to the extent that local instead of through rates would apply, resulting in a higher transportation charge.

Tubs and Bottoms

There is a certain hardwood man who has probably half a dozen different companies, each operating a mill or yard at some particular point in the hardwood district. Books are kept by each concern for itself, and it knows nothing of what the others are doing. The manufacturer, of course, keeps close tabs on his various enterprises, and knows whether one operation is doing better than another. In this way he is able to keep the local managers on their toes, as there is considerable rivalry in the way of production and net profits.

Another hardwood man, equally well known, has always had but one company. He doesn't like to have too many complexities in the way of corporate organizations, but sticks to the old style under which his business was formed ten or twelve years ago. He has developed operations at a number of points, but all of them report to the main office, where the sales are made and the books handled, and the only bookkeeping done locally is that which pertains to the actual manufacturing expense.

Which of these two is the better plan?

The advantage of the first is that there is never any question about which mill is making money. Those in charge of each operation must stand or fall on their merits, without any aid from the other branches of the business. Each enterprise is managed, its product sold and its sales promoted independently of the rest. This might be considered a weakness, though the head of the companies is usually able to manipulate business to suit the stocks of his several concerns.

The other man gets the prestige which develops from one company having size and connections at various points. All of his advertising and promotion work are in the name of the one company, and there is but one address. The local managers have nothing to do with selling—they simply produce. The main office handles all of the rest. This

makes for centralization, and also gives the head of the business more responsibility in keeping each of his various plants up to the mark.

The first plan seems to be best, provided the local managers are skilled enough to be able to take complete responsibility for the success of their businesses. The other suits most exactly if the head of the concern feels that it is up to him to participate more intimately in the management of each operation than he could do if each tub were put on its own bottom. It is an interesting question in organization and management, however, and lumbermen probably have different ideas regarding it.

Deciding on the Thickness

There are two types of hardwood manufacturers. One decides on his cutting policy by studying the market, and trying to figure out what thicknesses will be in demand by the time his lumber is dry and ready to ship. The other disregards the market, to all intents and purposes, and studies each log, cutting it to the best advantage, and getting a number of thicknesses out of each. His plan is to make the most of every foot of timber that he buys, and to produce the best possible lumber.

The first policy is based on commercial, the latter on technical considerations. Apparently the man who takes the most pains with his logs, and tries to get the best stock out of them, ought to win out, but it is doubtful if this policy pays in the long run. In the first place, the production in footage is less under this arrangement, and the gain in value is hardly compensated by the loss in quantity. Furthermore, a log may be cut to best advantage in thick stock, and the demand for thick lumber may be off. That would require the manufacturer to carry the lumber longer than the usual time, and hence make his ultimate profit less.

On the other hand, there is a lot of personal satisfaction in cutting up a log this way; a kind of artist's pleasure in seeing just how high the grade can be held, and avoiding the production of defects which are developed because the sawyer has instructions to cut everything inch or six-quarter or whatever the mill manager decides he wants to make.

Probably the ideal system is to have a general rule regarding the dimension wanted, but to give the sawyer discretion in the matter. If he finds that he can get a first and second by cutting a two-inch board, whereas inch stock would be a grade lower, it ought to be good policy to do it; and an intelligent sawyer, without wasting very much time, could make a lot of money in this way for his employer, by keeping the grade just as high as the quality of the log would permit.

Advantages of Rope Drive

Rope transmission is apparently not losing any ground in the lumber manufacturing and wood-working industries, but if anything is gaining, in spite of the fact that manufacturers of other transmission materials do a great deal more promotion work. A visitor in a furniture factory not long ago, when rope drive was in use, found the manufacturer a strong advocate of this method of transmission, which he said was more convenient than any other. Later on an interview with a veneer manufacturer who used rope drive developed the testimony that it was economical, the one rope having been in service without replacement at his mill for more than ten years. This system seems to be especially popular where a large drive is desirable, as is frequently the case. Cutting down the fire hazard by isolating the power plant is one feature that gives rope drive its hold, and inasmuch as fire protection is an important subject just now it is entitled to consideration.

The "swamp mahogany" that some lumber dealer claimed to have discovered in Louisiana was no new tree. It was the evergreen magnolia or big bay, a familiar object in most of the southern states.

The oldest woodworking edged tool of which any definite knowledge exists was the adz. The Egyptian carpenter used one an inch broad, and it served as an ax, plane, chisel, and drawing knife.

Making Airplane Propellers

A Brief Description of the Materials and Methods Used in These Specialized Laminations

THE CASUAL OBSERVER of an airplane is impressed by the wide spread of the wings, the machine guns and the bombs, the big motor and the various devices for control, but is inclined to take the propeller for granted. There is nothing spectacular about it. In fact, the construction appears so simple that almost any mechanic ought to be able to make a machine to grind them out as fast as you could feed in the timber. And better yet, one thinks why not make a mold and cast them out of some light metal, aluminum, for instance.

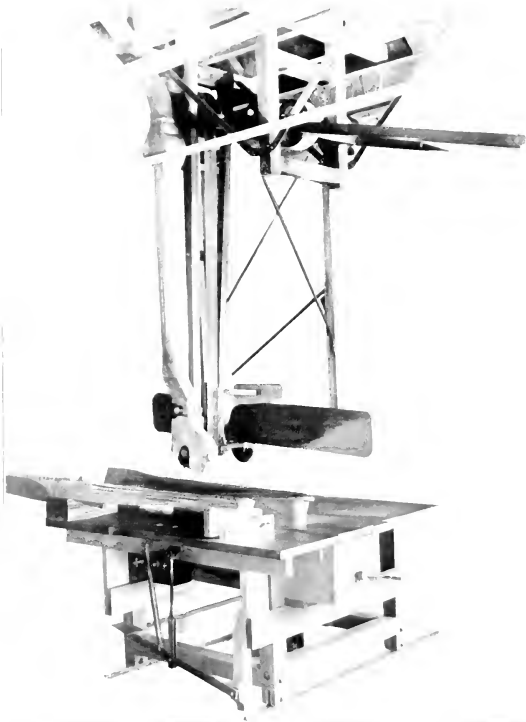
And yet, simple as a propeller looks, it is safe to say that no part of the whole machine receives more care in its manufacture. It is only when the various stages in its evolution are watched from the rough lumber to the finely finished product that one appreciates the difficulties involved. The niceties of construction, the high degree of skill and patience required, the extreme care which makes for perfection.

First, there is the choice of woods. For the combat machines, mahogany from Mexico and Central America, its near relative from the west coast of Africa, the best

grades of our native white oak quarter-sawed, and black walnut in such demand for gunstocks, comprise the present list of acceptable material. For the training planes where the demands are not so exacting the list is extended to include certain Philippine woods which appropriated the name mahogany without being entitled to it, and also certain native woods, such as birch and yellow poplar. The last-mentioned is mostly for the machines which navigate on the ground, the "penguins."

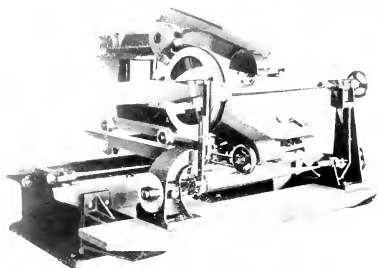
Propellers are not cut out of solid blocks of wood, but are built up or laminated, the number of laminations varying from five to ten, according to the thickness of the hub. It was formerly customary to use two or more woods in the same propeller, but this practice is no longer followed in this country. The boards for the laminations are mostly one inch thick, when sawed, dressing down to about seven-eighths.

The lumber must be carefully kiln-dried before it is fit for use. The mahogany is usually received fairly well air-dried because of the time required to get it from the tree to the factory, but the speeding up of the operations is reducing the time for seasoning. The writer recently saw



PROPELLER SHAPER MADE BY STARR PIANO COMPANY RICHMOND, IND.

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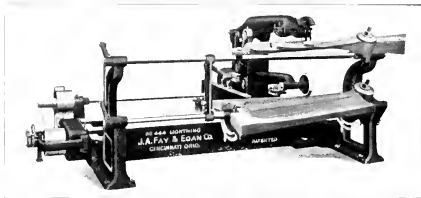
THE MATTISON PROPELLER SHAPER

a carload of this wood which was decidedly moldy. This is requiring a change in the type of kilns which can be used since the problem of drying green lumber is quite different from merely completing the process after natural seasoning. Mahogany offers less difficulty to the kiln operator than white oak and black walnut, but it will case-harden and check if abused. Accordingly hot-air kilns are being modified or replaced so that the humidity, the temperature and the circulation can be at all times controlled. Drying in the kiln is continued until there is not more than 8 per cent moisture in the wood, sometimes only 6 or 7 per cent, as determined by samples taken from different locations in the heating chamber. If the circulation is bad the wood may dry very unevenly, so that some samples will show the requisite dryness and others not. If the wood develops case-hardening it has to be steamed and redried.

The properly dried lumber goes to the planers, where it is surfaced smoothly. Then the lamination patterns are applied and marked out. To build up a rectangular

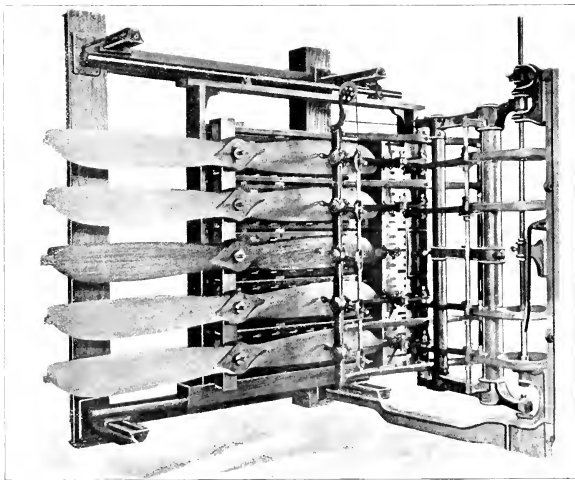
block would be too wasteful, hence the various pieces are shaped so that when fitted together the blank roughly conforms to the shape of the finished propeller. Since the pieces are of different shapes and lengths it is possible to adjust the patterns to the lumber so as to make the most of the material, avoiding knots, worm holes, checks and other defects and using for the outer laminations some short lengths which would otherwise have to be scrapped.

The lumber has to be carefully inspected for defects which will affect the propeller in any way. Large knots are, of course, not admissible, but small pin knots may do no harm, especially if located in the hub. The aim



AUTOMATIC PROPELLER SHAPER

is to get as near perfect material as possible, and while some of the defects are recognizable at a glance others may be difficult to detect. Among the latter class are checks or cracks which have closed but which remain a source of weakness. Fiber breaks in the tree due to windstorms or to felling may occur in any timber, but are very common in mahogany. Fortunately they usually show rather plainly in this wood as contrasted with those in spruce. Mahogany is also subject to red streaks composed of short, brittle cells with little strength. Another very serious defect not always easy to



CURTIS SCOUT PROPELLER CUTTING MACHINE

100,000 Feet of Figured Red Gum From One Tree

Four logs from this tree contain the following 1" x 24" Sliced Figured Red Gum:

Log Number 602	- - - - -	17016 Feet
Log Number 611	- - - - -	25596 Feet
Log Number 612	- - - - -	30472 Feet
Log Number 617	- - - - -	26386 Feet



The entire tree is practically clear. These logs are 12, 14 and 16 feet long. If you appreciate well dried Gum that is smoothly cut, this tree is bound to please you. This Veneer is well figured from EDGE to EDGE, and from END to END. The widths, quality and dense figure of this tree make it an unusually choice buy. Samples sent prepaid upon request.

**SAVE
LOCAL FREIGHT
ON SMALL
SHIPMENTS**

Buy
FIGURED RED GUM AMERICAN WALNUT
SAWED AND SLICED QUARTERED WHITE OAK
ROTARY CUT GUM, POPLAR AND OAK
In Cars with
BAND SAWED HARDWOOD LUMBER (We carry 3,000,000 feet on sticks.)

In doing this you learn the advantages we offer, and that N. B. products mean "None Better"

NICKEY BROTHERS, Inc.
MEMPHIS, TENNESSEE

Have you thought of it?

THE Director General of Railroads recommends, that owing to the extreme difficulty in moving freight during the coming winter and possible restrictions on the movement of traffic except for the most essential operations, all manufacturers should stock up now while movement is comparatively open with sufficient supply of material to carry them through the winter.

Our finished product is your raw material.

Place orders now for—

VENEERS

Figured and Plain

PANELS & TOPS

**THE LOUISVILLE
VENEER MILLS**

*Makers of good Veneers & Panels for more
than a quarter of a century*

LOUISVILLE, KENTUCKY

determine is brashness. This is usually indicated by light weight. It is also tested for by gouging out pieces with the point of a knife and noting whether it splinters or breaks off short.

After the laminations have passed inspection they go to the glue room and are put into a hot box for about an hour. The temperature of this box is kept at that of the glue, from 140 to 150 degrees F., and the humidity is about 40 per cent, though practice varies in this regard. The best grade of hide glue is applied to the hot boards and care is taken to see that there is a uniform distribution. The laminations are placed in a form and blocked up, after which they are clamped tightly and put aside for from 14 to 24 hours to allow the glue to set. Various clamping devices are in use, some specially designed, others the ordinary furniture clamps.

After the glue has set, the propeller blank goes to some sort of machine which roughs it out, though in some instances this work may be done entirely by hand. There are various machines employed ranging from an ordinary cutter head to which the blank is fed by hand to the elaborate wood-carvers which shape four blades at once. One form is the copying lathe such as is used in the manufacture of gunstocks and various other forms of turned wood. A roller follows the "original" or pattern and a reciprocating arm carries a cutter head which shapes the "work" or blank. This leaves the "work" rough and requires much more hand labor to finish than some of the other machines.

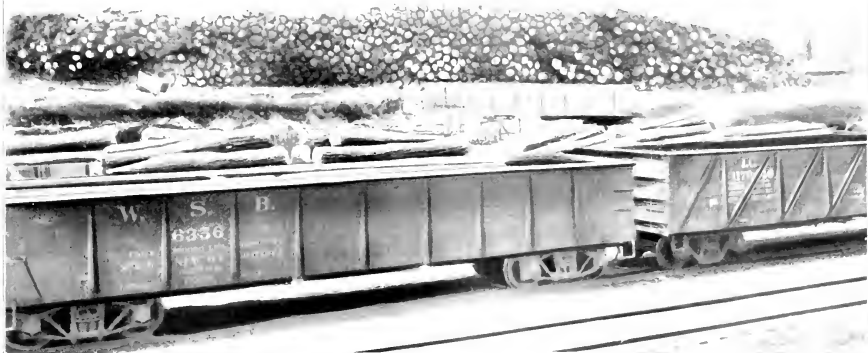
An automatic propeller shaper is being manufactured by the J. A. Fay & Egan Company of Cincinnati under the Wadkin patents. This machine is used extensively in England. It consists in the main of a traveling carriage bearing two reciprocating arms, the upper carrying the cutter head and being guided by the lower with a roller which moves back and forth over the form and cradle. Both the "original" and the "work" remain stationary. The stock is prepared for this machine in the same manner as for hand work except that the long lamination extends a little at each tip and has a hole bored to template at each end. It requires about 45 minutes to cut out a propeller on this machine.

The propeller shaper made by the Mattison Machine Works of Beloit looks quite different from the one just described, but operates on the same principle. The propeller is held stationary while the cutter is reciprocated back and forth over it, shaping one side at a time. It is adapted for handling three- and four-bladed as well as the two-bladed propellers. The makers claim that only 4 horsepower is required to drive the machine.

A simpler type of machine built by the Starr Piano Company of Richmond, Ind., differed from the foregoing in that it was designed to cut with the grain of the wood in order to eliminate the cross-waves left by the machines which cut across the grain. Owing to the fact that the propeller capacity of the country has been so increased that additional machines are not required this company has withdrawn theirs from the market.

WE NEED WALNUT LOGS *for* GOVERNMENT PURPOSES

You will be assisting our
Government by advising us of any
Walnut logs or timber you know of



Pickrel Walnut Co.

St. Louis, Missouri

WALNUT LUMBER, DIMENSION STOCK AND VENEERS

HUDDLESTON-MARSH MAHOGANY COMPANY

Importers and Manufacturers of

MAHOGANY

Lumber and Veneer

2256 LUMBER STREET
Chicago, Illinois

347 MADISON AVENUE
New York City, N.Y.

The Curtis Machine Corporation, Jamestown, N. Y., manufactures several models of propeller machines which will cut four single blades at once from one master pattern. The larger model cuts one side of the blade complete before reversing, and four-bladed propellers can be cut as well as the two-bladed. It is operated on the pantograph copying principle. The propellers are attached along a vertical rack, two above and two below the original or model, and the cutter spindles move in response to a guide which follows the model. The spindles run at a speed of 9000 revolutions per minute, and the cutters are so constructed as to give a combination of a bore and spiral cut. It is claimed that this machine leaves the blades particularly smooth, thus eliminating the amount of hand work necessary.

After the propellers come from the machines it is considered good practice to hang them in a closed room of uniform temperature from ten days to two weeks to allow the moisture content of the wood to become uniform throughout and thus eliminate strains and prevent subsequent changes in balance. The treatment at this stage has not been standardized, but tests are under way to determine the best method to pursue.

From this room the propellers go to the hand-finishing room where they are carefully worked down to size and shape by means of planes, scrapers and sandpaper. Certain points, called stations, are measured off along the blade from the center of the hub, and the shape of the blade at these stations must conform to the specifications

and is governed by templates. The first work is done at the stations, after which the surplus wood between is removed. Especial care must be taken not to get the work under size or the blades too thin at any point and consequently a slight oversize is permitted.

As this hand work nears completion the propellers are repeatedly tested for balance, the object being to get them so well balanced that when they are set up vertically in a special rack they will stand still in any position and yet move when a weight scarcely more than that of a cigarette paper is added to one tip. Often this result can only be obtained after hours of the most painstaking effort and the slightest change in the distribution of the moisture content may upset it. Any wood while in the "white" or natural condition is very sensitive to changes in the humidity of the atmosphere and may not only get out of balance but also undergo change in shape.

The propellers next go to the finishing room, where they receive as fine a finish as the most valuable piano. A filler, a primer, and five coats of varnish are given to some of them, each being rubbed down after drying. The training propellers have the ends copper-tipped. This is put on in two thin sheets overlapping at the edges and extending farthest along the cutting edge of the blade. This copper is made as smooth as possible, then riveted securely and the heads of the rivets and the edges soldered and smoothed down. At the ends are punched a few small drain holes. It is not now the practice to copper-tip the combat types as in riveting the copper

LONG-KNIGHT

LUMBER COMPANY

CYPRESS

WALNUT—HARDWOODS

WALNUT LUMBER
30,000 ft. 1" FAS
3,000 ft. 5 4 FAS
1,000 ft. 8 4 FAS.

200,000 ft. 1" No. 1 C.
15,000 ft. 5 4 No. 1 C.
11,000 ft. 6 4 No. 1 C.
3,000 ft. 8 4 No. 1 C.

150,000 ft. 4 4 No. 2 C.
38,000 ft. 5 4 No. 2 C.
28,000 ft. 6 4 No. 2 C.
22,000 ft. 8 4 No. 2 C.

VENEERS

255,000 ft. 1 28" Mahogany

227,000 ft. 1 28" Walnut

367,000 ft. 1 28" Butt Walnut

Manufacturers and Wholesalers

Indianapolis, Indiana

there is danger of splitting the thin blade and, besides, the high rate of speed at which these tips travel, upward of eight miles a minute, may cause them to be torn off or bubbles to form and cause trouble.

The white oak propellers are untipped as the wood is strong enough to stand up under the terrific strains. The mahogany ones are sheathed with linen over a part or all of the blade. This is glued on snugly, allowed to dry, then painted and finally sandpapered when dry. The linen reduces the tendency to split and even if a blade is shattered by a bullet it will not fly to pieces so readily.

As the finishing proceeds the propellers must be re-balanced and a little more varnish added to one blade or the other to make it perfect. If the hub gets out of balance, as it is likely to do at this stage, the finish or part of it must be removed, and the wood sandpapered and scraped until perfect balance is restored.

When the propeller is done it must pass final inspection before being accepted. It must be free from open glue joints, checks and other defects of material or manufacture which will likely prove serious. The inspector applies his protractor to get the pitch at the outer stations, measures the track with a surface gauge, determines the alignment, checks up all the measurements, and applies the templates to their respective stations. If some question arises the propeller is put aside to note whether an incipient check grows worse, or a slight deviation from form corrects itself. One can never tell just

what a propeller is going to do, for the wood they are made of has individuality and temperament.

SAMUEL J. RECORD.

The Floyd County Veneer Company, New Albany, Ind., has started work on an addition to its plant at Tenth and Pennsylvania, this addition costing about \$5,000. When equipped the capacity of the plant will be almost double what it is now.

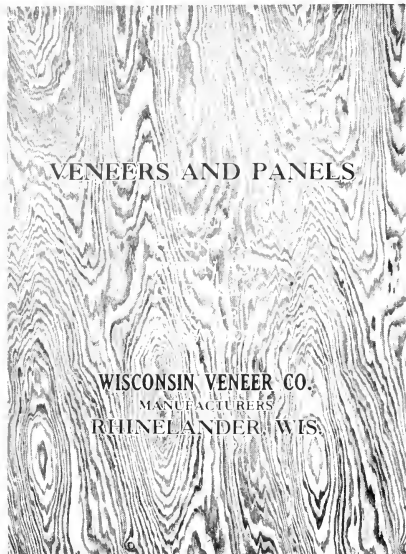
The Louisville Veneer Mills have been steadily advertising for women and girls, and now have almost fifty female workers about the place. However, the concern now has girls in almost every position which could be filled to advantage by female workers. Harry Kline reports that orders are good, and that business has been very active.

Keith M. Spurrier, assistant manager of the Hoosier Panel & Veneer Works, New Albany, Ind., recently resigned in order to enter the Artillery Officers' Training Camp, at Camp Taylor, Louisville, Ky. Mr. Spurrier at one time was with one of the large mills at Bay City, Mich.

John L. Scott, formerly secretary-treasurer of the John N. Roberts Veneer Company, at New Albany, Ind., has become connected with the Kentucky Veneer Works, at Louisville, as timber and log buyer. At present he is handling the night shift, as the mill is operating on a twenty-four hour basis.

The demand for walnut and mahogany for war purposes will not wholly withdraw the figured wood of these species from veneer mills. The figured wood is no better for airplane propellers or gun-ticks than is the plain wood, and in some respects it is not so good. It may be expected that figured mahogany and walnut veneers will continue to appear in the markets.

All Three of Us Will Be Benefited if You Mention **HARDWOOD RECORD**



VENEERS AND PANELS

WISCONSIN VENEER CO.
MANUFACTURERS
RHINELANDER, WIS.

VENEERING

JOINTING

LIGNOTITE

TRADE MARK

The Waterproof - Glue

THE SIMPLEST GLUE TO MIX AND APPLY.
PRONOUNCED BEST BY THOSE WHO USE IT.

THE LIGNOTITE CO.

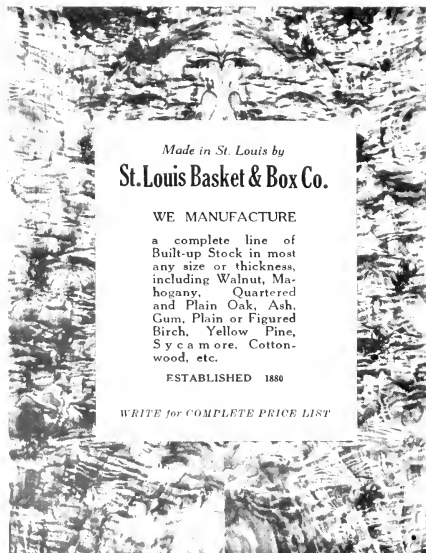
438 East 43rd Street

Chicago

Lignotite Pronounced Good

The Lignotite Company, a new organization with offices at 433 East Forty third street, Chicago, Ill., presents to the veneer and panel trade a splendid glue that is easily spread and not only will cover more surface than some products on the market today, but is simple to mix and apply and will probably solve one of the problems of the veneer trade.

The adaptability for jointing and veneering makes it a good article to use. The problem of the government and the world at large has been to get a waterproof glue. The producers of Lignotite claim they are among those who have solved the problem and their article is being utilized for the manufacture of airplanes and airplane material, and Uncle Sam no doubt has already welcomed them to his councils.



Made in St. Louis by
St. Louis Basket & Box Co.

WE MANUFACTURE

a complete line of Built-up Stock in most any size or thickness, including Walnut, Mahogany, Quartered and Plain Oak, Ash, Gum, Plain or Figured Birch, Yellow Pine, Sycamore, Cottonwood, etc.

ESTABLISHED 1880

WRITE for COMPLETE PRICE LIST

CAN quote astonishingly low prices and make immediate shipments on the following list of veneers:

Rotary Cut Ash Veneers

12,000 ft. 1' 16" Brown Ash, 10" and wider, 86" and longer, 75" or better face stock.

Rotary Cut Oak Veneers

15,000 ft. 1' 16", 10" and wider, 48" to 92" long, 40" face stock.

1 28" Bird's Eye Maple Veneer**NO 1 FRONTS**

W. L.	600 pieces 18" x 23"
1700 pieces 27" x 28"	5300 pieces 17" x 23"
4300 pieces 9" x 28"	7350 pieces 16" x 17"
100 pieces 11" x 28"	1800 pieces 16" x 17"
4100 pieces 7" x 34"	500 pieces 16" x 16"
4800 pieces 9" x 34"	
1000 pieces 9" x 38"	
150 pieces 11" x 41"	
6000 pieces 7" x 43"	

W. L.	15000 pieces 21" x 51"
2500 pieces 13" x 49"	
7000 pieces 13" x 44"	
1000 pieces 9" x 62"	

NO 2 END PANELS

W. L.	1100 pieces 18" x 42"
2800 pieces 16" x 42"	
100 pieces 16" x 38"	
3000 pieces 16" x 38"	
2500 pieces 16" x 34"	
4000 pieces 17" x 28"	
6000 pieces 15" x 21"	
8000 pieces 12" x 19"	

1 28" PLAIN MAPLE

W. L.	15000 pieces 21" x 51"
2500 pieces 13" x 49"	
7000 pieces 13" x 44"	
1000 pieces 9" x 62"	

NO 1 END PANELS

W. L.	600 pieces 18" x 41"
600 pieces 16" x 42"	
2700 pieces 16" x 38"	
600 pieces 17" x 29"	
5000 pieces 17" x 28"	

NO 2 FRONTS

W. L.	10000 pieces 27" x 42"
2500 pieces 27" x 46"	
3000 pieces 27" x 36"	

PIANO LINING

TRADE	W. L.
	3500 pieces 12" x 44"
	20000 pieces 22" x 23"
	6000 pieces 13" x 48"
	4500 pieces 13" x 48"
	2500 pieces 15" x 42"
	5000 pieces 12" x 60"

Write, Wire or Telephone

Birds Eye Veneer Company
ESCANABA, MICHIGAN

With the Trade

Furniture Plant Damaged by Fire

The plant of the Nicholson-Kendle Furniture Company of Huntington, W. Va., was considerably damaged by two fires on the night of August 18. The first fire originated in some electrical in the basement and was promptly extinguished. A second alarm was turned in about two hours later and this fire caused considerably more damage. The company's actual loss has not yet been estimated.

Walnut Mill Begins Cutting

The new walnut mill of the Springfield Machinery Company of Springfield, Mo., began cutting of Kentucky, August 12. The company had on hand when the mill started about 50,000 feet of walnut logs. These will be turned into gunstock blanks.

Walter S. Eddy

Walter S. Eddy, one of the most prominent of northern manufacturers, died at Saginaw, Mich., early this month at the age of sixty-three. Mr. Eddy had been ill only three days, his trouble being caused by throat infection, which necessitated an operation.

Mr. Eddy was the son of Charles K. Eddy of Saginaw valley fame. The Eddy interests have been prominent in northern manufacturing circles for generations and have spread out beyond the limits of the lumber business and are now linked with many other enterprises in the manufacturing and commercial fields in that territory.

Lumber Commissioner for British Columbia

A special lumber-trade commissioner to Great Britain and Europe has been appointed by the government of British Columbia. The new appointee is L. B. Beale, who has spent sixteen years in the lumber business in Great Britain and has a practical insight into British building requirements. It will be the duty of Mr. Beale, in his new post, to foster and develop the British and other European markets for the products of the Pacific Coast Provinces of Canada and to obtain the fairest and most accurate information possible on the outlook and requisitions across the water in regard to timber, more particularly in the lines that British Columbia is able to furnish in abundance. Mr. Beale will get in touch with the timber controller in Great Britain and also with the ministry of reconstruction.

The British Columbia minister of lands, Hon. T. D. Pattullo, in making announcement of the appointment of Mr. Beale, said: "The government is determined to win for British Columbia its share in the overseas market. If conditions warrant, Mr. Beale will remain in Europe permanently."

Important Boston Merger

One of the most important developments in the hardwood trade is the merging of the old business of William E. Litchfield and that of Herbert F. Hunter under the style of the L. & H. Lumber Company, occupying the entire third floor of No. 77 Kilby street. Both firms have transferred their office equipment from their respective rooms in the Mason building, 70 Kilby street. H. F. Hunter first entered the lumber business as book keeper for W. E. Litchfield in 1897 and has during the past twenty years been affiliated with the Mystic Lumber Company, the Palmer Hunter Lumber Company and conducted business for his own account. His return to close association with the Litchfield interests marks the initiation of a strong and progressive factor in the local wholesale field with the most favorable antecedents and prospects through the long experience of the partners and their connections with the mill of Litchfield Bros. at North Vernon, Ind., and other mills in Vermont. William E. Litchfield, president of the corporation, is widely known in association circles, being a past president of the Massachusetts Wholesale Lumber Association and occupying two important offices at present. H. F. Hunter is treasurer and his large acquaintance in both the selling and producing sections will qualify him for his management of these functions. The secretary is Arthur M. Moore, who has been confidential man for W. E. Litchfield for nearly twenty years and has been secretary of the Massachusetts Wholesale association for about ten years. The capitalization of the L. & H. Lumber Company is \$25,000, being incorporated under the laws of Massachusetts.

Ordinance Department Announces New District

The War Department authorizes the following from the Ordinance Department:

Announcement is made by the Ordinance Department of the establishment of a new district to be known as the St. Louis ordinance district with headquarters in that city. M. E. Singleton has been named as ordinance chief. The territory covered by the new district will include the states of Missouri, Arkansas, Oklahoma, Texas, Kansas, Nebraska, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada and California. The district also includes all that portion of Illinois lying south of the northerly boundaries of the following counties: Adams, Schuyler, Cass, Macoupin, Christian, Shelby, Cumberland and Crawford.

The territory embraced by the new St. Louis district has previously been administered by the Chicago district office, the territory of which is now

modified to include the states of Minnesota, Wisconsin, Iowa, North Dakota, South Dakota, that portion of Illinois lying north of the northerly boundaries of the counties mentioned above, and that portion of Indiana lying north of the northerly boundary of Warren, Grant, Clinton, Jay, Tippecanoe, Elkhart and Howard counties.

The location and date of opening of the St. Louis office will be announced later.

Mr. Singleton, the ordinance district chief, was from 1902 to 1911 vice-president of the East St. Louis Cotton Oil Company, and from the latter date until last March was president and general manager of that concern. He is a director in the Mechanics' American National Bank of St. Louis and in several other banks in Missouri.

George J. Roberts of East Orange, N. J., vice-president and general manager of the Public Service Corporation of New Jersey, was recently appointed as ordinance district chief of the New York district, and will have his office in the Albonarle building, Broadway at 24th street.

The assignment of the St. Louis office to the western territory completes the list of eleven districts into which this country has been divided, the complete list of cities in which offices are located now being: Boston, Mass.; Bridgeport, Conn.; New York, N. Y.; Chicago, Ill.; Cincinnati and Cleveland, O.; Detroit, Mich.; Philadelphia, Pa.; Pittsburgh, Pa.; Rochester, N. Y., and St. Louis, Mo.

There is also an ordinance district office established in Toronto for handling business in Canada.

Pertinent Information

Woodworkers Organize for War Work

Members of the woodworking trade of Atlanta, Ga., and in more than forty counties embraced in the Atlanta district of the war industries board organized themselves for war work at a noon meeting on Thursday, August 15. Albert Fox, president of the Southern Upholstery Company, was elected chairman. A general meeting will be called immediately and sub-chairmen will probably be appointed.

More than forty were present representing manufacturers of furniture, tables, showcases, carriages, wagons and buggies, chairs, caskets, boxes and tanks, fixtures, automobile bodies, refrigerators, paving blocks, lumber, sash, doors and blinds, etc.

Shellac and Other Lacs on Restricted Imports List

The War Trade Board has placed shellac, lustric lac, seed lac, garnet lac and kerrie or refuse lac on the list of restricted imports. All outstanding licenses for the importation of these commodities have been revoked as to ocean shipments after August 15, 1918; and hereafter no licenses for their importation will be issue except such as will cover the following:

- (1) Shipments from Canada or Mexico by other than ocean transportation.
- (2) Shipments from Calcutta between the 1st day of October, 1918, and the 31st day of March, 1919, inclusive, of a total of not to exceed 5,000 tons.
- (3) Shipments on vessels of the United States Navy of quantities for military or naval use.

Government Action Regarding Minimum Wage

The shipping board of the Emergency Food Corporation issues a statement to the effect that the war labor board is not ready to announce a fixed policy on minimum wage. It refers, however, to a decision of July 23 giving indications of future action.

At Waynesboro, Pa., 3000 men in eight plants struck for a minimum of 30 cents per hour. The lowest paid men had been getting 22 cents. The board established a minimum of 40 cents or 10 cents more than the workers asked. The board is giving further consideration to this minimum and reserves the right to revise it on the basis of what is necessary to maintain the worker and his family in reasonable comfort.

The decision made no change in the workers' hours, and allows time and a half for ordinary overtime and double time for Sundays and holidays.

Building Permits for July

The two elements most conspicuous in current building operations are factory additions, necessitated by war work, and housing needs for war workers. These are considerable, for there has been a great displacement of population, due to the intensive governmental activities. Incidental to the above there has been some work of a miscellaneous character, including schools, places of amusements, etc., for it has been learned that various other structures besides dwellings are essential to insure the greatest efficiency of workmen. The present policy of the government, to shift to the greatest degree possible factory work to centers where acute housing congestion does not exist, is widening the area where building operations may be regarded as active. A conspicuous example of this is furnished by the building permits, issued during July at Chicago. There was a gain of 16 per cent in estimated cost over July, last year, and it was due to government work.

The building permits issued in 141 cities during July, as officially reported to the American Contractor, Chicago, totaled \$42,081,460, compared with \$57,412,819 for July, 1917, a decrease of 36 per cent. The

Total number of permits for 1917 141,111. Total area covered by the same, 295,521 acres; 208,950 acres of merchantable timber, as towards the one-third of the acreage covered by the permits relating to regular, extensive and general types of timbering. This trend towards the lighter work is due to the fact that the buyers themselves, inasmuch as cost and new supplies are less than a year ago. The permits last month averaged 2,000 acres, or \$2,000 each and for July last year, \$2,750 each.

Of the 141 permits included, 50% less were in the areas where the increase in output was widely distributed, but the other 50% was due entirely to war work, direct or indirect.

Forest Reserve Reduced

The Department of Agriculture has recently advised that on August 9 the President signed a proclamation eliminating 27,877 acres from the National Forests of Mexico. This area over one-third of the land included in the permit for war purposes, and the remaining acres were eliminated from the forest to simplify the boundary lines and exclude tracts of land having practically no value for forest or watershed protection purposes.

The action taken by the President was based on recommendations from the Secretary of Agriculture, as a result of examinations by the Forest Service.

Homes for Farm Help

Apparently government support is about to be given out to provide more comfortable and livable quarters for farm laborers, the idea being that more satisfactory living conditions will induce labor to come to the farm and stick when it arrives there.

A special bulletin issued through the Department of Agriculture entitled "Supplying Farm Needs" says:

There is at this time a need for a larger number of comfortable homes for the tenants and hired help on the farms. The old shack that was simply a place in which to exist will no longer satisfy the workers. For the appearance of the farm and the beautification of the country, suitable, comfortable homes should be built and maintained. The building of homes for the help will allow many farmers, instead of moving to town, to remain in their own homes on the farms, where they can render the greatest assistance to the community and to agriculture.

England's Timber Imports

Consul Horace Lee Washington, in a recent report on the foreign lumber business of the British Isles during 1916 and 1917, presents a number of items of interest to American lumbermen.

The price paid for yellow poplar from the United States in 1917 ranged from \$150 to \$300 a thousand board feet; oak's prices ranged per 1,000 board feet from \$181 to \$203; ash, from \$150 to \$202; hickory, from \$180 to \$200;ypress, from \$150 to \$200; red gum, from \$130 to \$210. The quantity of mahogany imports is shown for 1912 and for 1917, so that figures before the war and in the third year of the war may be compared:

Kind of mahogany	1912—tons	1917—tons
Cuban	7,076	.....
Central American	2,483	724
African	60,973	3,443

The price of African mahogany doubled in 1917. Average wood of this kind in England sold for \$180 a thousand feet.

Exporting Lumber in Ships as Dunnage

Considerable attention has been attracted of late at Baltimore by what appeared to be a material gain in the export business, and especially in the movement of such stocks as oak and poplar, the shipment of which woods has been discouraged and held down to the most imperative needs of the foreign countries. An explanation seems to be furnished by the change which has taken place in the matter of supplying dunnage for the vessels of the United Kingdom. As reported some time ago, a man who had not previously been known to export a single yard of lumber had acquired a virtual monopoly of the business of furnishing steamers with dunnage. Inquiry showed that he had concluded contracts with virtually all lines under which the vessels were required to get their dunnage through him, the arrangement being made attractive to them by the proviso that he would furnish the necessary lumber free of all cost, even delivering it to the side of the vessel as needed. The payment of a small freight rate was also stipulated, the steamship lines for their part being obligated to turn over the dunnage when the vessels were unloaded on the side, to certain brokers, who managed to dispose of the lumber at figures that left very handsome margins of profit after all expenses had been deducted. Naturally, the regular exporters protested, and the issue was carried before the British officials in charge of the shipping, among them the British Minister of Shipping at New York, Sir Conroy Guthrie. For a time the representations made were without effect, but eventually their forces began to tell, with the result that the arrangement with the individual referred to has been cancelled. Dunnage is now bought in the regular way, the requirements of the British government being made known and bids invited. This gives all of the exporters a chance to get some of the business, the prices paid being fair, and—what is equally to the point—only such stocks being purchased as are actually needed on the other side. All of the carrying of lumber that can be dispensed with is avoided, so that the purpose of war economy is met, together with the requirements in the way of dunnage. The British government, to be sure, is under expense for the lumber, but all waste is eliminated, and the business is established upon a sound basis. Instead of an artificial one.

It is interesting to note that the same man who had previously been known to export a single yard of lumber had acquired a virtual monopoly of the business of furnishing steamers with dunnage. Inquiry showed that he had concluded contracts with virtually all lines under which the vessels were required to get their dunnage through him, the arrangement being made attractive to them by the proviso that he would furnish the necessary lumber free of all cost, even delivering it to the side of the vessel as needed. The payment of a small freight rate was also stipulated, the steamship lines for their part being obligated to turn over the dunnage when the vessels were unloaded on the side, to certain brokers, who managed to dispose of the lumber at figures that left very handsome margins of profit after all expenses had been deducted. Naturally, the regular exporters protested, and the issue was carried before the British officials in charge of the shipping, among them the British Minister of Shipping at New York, Sir Conroy Guthrie. For a time the representations made were without effect, but eventually their forces began to tell, with the result that the arrangement with the individual referred to has been cancelled. Dunnage is now bought in the regular way, the requirements of the British government being made known and bids invited. This gives all of the exporters a chance to get some of the business, the prices paid being fair, and—what is equally to the point—only such stocks being purchased as are actually needed on the other side. All of the carrying of lumber that can be dispensed with is avoided, so that the purpose of war economy is met, together with the requirements in the way of dunnage. The British government, to be sure, is under expense for the lumber, but all waste is eliminated, and the business is established upon a sound basis. Instead of an artificial one.

Red Gum for Hospital Finish

Red gum has been selected for the interior finish of the new 1,000-bed hospital at St. Louis. This will be one of the first uses of this wood in the country, and it is the only use by the government for the interior finish of a building of such size. Red gum is a native tree of the West Indies, and is a large, soft-leaved tree which grows in the highlands of the island.

A Lumber "Store"

New material is available for selling all sorts of building materials, ready-made, on hand. In the new building of a lumber store, building materials of a lumber store is coming into prominence, and is being applied to the new, known lumber yard. Logan, Pa., the first store built in the West, by the Logan Lumber Co., has been built in the most progressive and modern style of the West, with headquarters here, has just completed in Logan a lumber store, equipped with counters, cases, and fixtures displaying building materials.

Instead of the usual clutter of the retail lumber yard, the prospective home builder may walk into Anderson's modern lumber store from a clean, paved and polished street, over polished floors and up to counters, back of which are cases containing samples of finished and unfinished woods, hard ware and other materials for the modern building. There are cases of plans, and reference books, magazines, all sorts of building plans and information all in keeping with modern merchandising methods advocated by the National Lumber Manufacturers' Association of Chicago. Tables and comfortable chairs give the prospective customer every convenience and comfort.

Large plate glass windows extending the whole front of the store give the passerby a view of a window display as attractive as the showing of fall styles in hats or gowns up or down the same street. The windows are specially illuminated at night.

Divided from the display or store part of the building by a glass partition is the stock room where the lumber is kept. The prospective purchaser may see the actual goods he is buying. What is more he can buy everything needed in the building of a home—from nails to shingles—right under this one roof.

The slogan of the store is "modern homes," and the material is what is supplied inside. The place is so attractive that women on shopping tours down town seldom fail to include it in their lists of stores to visit.

New Brunswick's Forest Survey Results

A report by Consul E. V. Richardson, Moncton, New Brunswick, states that the work of surveying and classifying the crown lands of that province has been made public by the Department of the Interior at Ottawa. According to the publication the field parties have surveyed and examined 1,200,000 acres. Of this mapping and compiling of 371,000 acres have been completed, which shows 282,064 acres of merchantable timber suitable for logs or pulp; 4,769 acres of second growth not yet large enough for logs or pulp; 42,000 acres of burnt land on which there is sufficient reproduction to assure a future crop of timber; 23,751 acres of burnt land on which satisfactory reproduction is not yet established; 1,139 acres of barren, treeless land, including carbon barren cranberry bogs; 6,000 acres of swamp land not supporting commercial growth; 2,570 acres of cleared or cultivated areas.

The commercial timber on the 282,064 acres of timberland is estimated as follows: Spruce, 139,506,000 board feet; fir, 96,627,000 feet; pine, 19,240,000 feet; cedar, 34,821,000 feet; hemlock, 7,174,000 feet; maple, 39,674,000 feet; birch, 37,356,000 feet; bass, 12,838,000 feet; other species, 8,266,000 feet; total, 416,862,000 board feet.

In addition to the above there are 582,138 cords of spruce and fir pulp; 63,001 cords of poplar pulp; 81,746 cords of white birch spool wood; giving a total of 728,985 cords, which, assuming that two cords will equal 1,000 board feet, will be equivalent to 261,192,000 board feet, making a grand total of 811,051,000 board feet on the 282,064 acres of timberland. Assuming that the 371,000 acres examined is fairly representative of the entire area of 7,500,000 acres of crown land, the total stand of all species would be approximately 162,000,000,000 board feet, worth in stumpage at least \$48,000,000.

A sixth class of pulp noted is that although 33 per cent of the timber stand (two or six billion feet) is represented by hardwoods—maple, beech, and birch—these varieties form only 1 1/2 per cent of the annual cut of the province. It is said that a great deal of the hardwood is suitable for the manufacture of flooring, dimension stock for chairs, turnery, and similar uses.

The estimate prepared by the forest survey also shows large amounts of poplar or aspen.

The navigation of the river will be made possible in the immediate future, as a result of the Albert Road bridge, just as completed. A number of other projects are located in this area. The state, the U. S. Dept. of the Interior & Brierley are in this area. The U. S. Dept. of the Interior & Brierley are in this area. The U. S. Dept. of the Interior & Brierley are in this area.

The Curtis, Wyoming, Company, 1948, and all several the land men, but a testimony of a year's waiting some time this fall. No definite statements have been made as to what developments have arisen as the result of the investigation by the government.

ASHEVILLE

A hull in demand, the first of its kind, making itself felt here now. But it is not pronounced and is not yet full coming in. Shipping to eastern points continues to be a problem, compared with past months.

Under an order from federal agents to restrict the property of the Clanton Lumber Company, of being in amount as to spruce and hard wood in Haywood county, will be no later September 22. The estimated value is over \$1,000,000. There are several mills on the boundary still in operation; 200 army men are at work there making in getting out spruce for airplanes, the company having long contracts with the government. The company went into voluntary liquidation two years ago.

Jonathan Starr of New York announces that he and associates will soon be producing ship and railway stock from a 5,000-acre boundary near Lake Toxaway. The preliminary work is under way.

BALTIMORE

A reorganization made necessary by the death of Gen. Thomas J. Shroyck last winter has just been completed in the affairs of T. J. Shroyck & Co., Inc., of which he was the president. This position has been filled by the election of George F. M. Hanck, for many years the partner and personal friend of General Shroyck, and who has been in charge of the company's affairs since his death. In fact, Mr. Hanck has long handled affairs, General Shroyck having been frequently absent. William D. Waxter, a son-in-law of General Shroyck and executor of the estate, was made vice president, and M. C. Skinner, secretary-treasurer. Business will go on as before, the corporation making a specialty of white pine and some of the Pacific coast woods. The M. C. Skinner of the company is Miss Mary C. Skinner, who has been in the employ of the corporation and before that of the army for many years. General Shroyck placed great reliance upon her, and she has been entrusted with important business affairs, fully justifying the confidence thus reposed in her. Miss Skinner is well known in the trade and can be numbered among the most successful business women in Baltimore. Her election as secretary-treasurer is considered a well merited reward for faithful attention to duty, combined with good judgment and a comprehensive knowledge of the business. Much gratification is expressed in the trade that she has been thus recognized.

There is every prospect that the dullness in building which has been very pronounced here for some time will be relieved before long by the shipment of a large number of airplanes for the additional workmen employed in shipbuilding and other plants in and around Baltimore. A conference was held on April 5 between a number of the bigger builders and the representatives of the Industrial Corporation of the Merchants and Manufacturers' Association at which the former pledged themselves to engage extensively in construction work if the government could be prevailed upon to grant priority orders on materials. A joint committee was named to go over to Washington and lay the matter before the proper authorities. The builders meanwhile preparing a concrete statement as to what they are willing to do. This committee discussed its mission, and the result is now awaited. One lumber agent says that if he gets priority orders for materials he is prepared to erect 1,500 houses.

The plant of the Walter Weisbord Lumber Company at Lutherville, a suburb, was badly damaged by fire of unknown origin on the morning of August 9. The loss is estimated at \$10,000. The company has announced that it will rebuild.

R. E. Wood, president of the R. E. Wood Lumber Company, is down at the sawmill in North Carolina, looking after operations. Meanwhile G. L. Wood, the general manager, who holds the rank of major in the Forestry force, is at the mill in West Virginia.

The work of transferring the machinery of a sawmill purchased by Richard P. Baer & Co. for its hardwood plant to be erected at Bogalusa, La., is being transferred to the new site as rapidly as possible, and the construction of the mill building is in progress. Priority orders for the shipment of materials have been obtained, and the work of putting up the building and installing the machinery will be carried on as rapidly as possible, as the lumber is needed in the firm's business.

The men employed in handling lumber here have made a demand of \$1 per 1,000 for unloading from vessels, and because of the scarcity of such labor and the urgency of the situation, the demand has been granted at least for the present. Fifty cents an hour is one of the items in the schedule.

The managing committee of the Baltimore Lumber Exchange held its monthly meeting on August 5 in the rooms of the Old Colony Club, at the Southern hotel, but transacted only routine business.

The following stock is in excellent condition, ready for immediate shipment

64 No. 2 Com. & Btr. ASH	41,000'
2 Com. & Btr. BECKH	27,000'
2 Com. & Btr. BECKH	27,000'
64 No. 2 Com. & Btr. BECKH	285,000'
2 Com. & Btr. S&T ELM	74,000'
64 No. 2 Com. S&T ELM	20,000'
2 Com. & Btr. BIRCH	18,000'
64 No. 2 Com. & Btr. BIRCH	51,000'
2 Com. & Btr. BIRCH	12,000'
64 No. 2 Com. BIRCH	51,000'
2 No. 3 Com. BIRCH	26,000'
64 No. 1 Com. & Btr. MAPLE	270,000'
2 No. 1 No. 3 Com. MAPLE	12,000'
64 No. 2 Com. & Btr. MAPLE	216,000'
2 Com. & Btr. MAPLE	12,000'
104 No. 2 Com. & Btr. MAPLE	54,000'
124 No. 2 Com. & Btr. MAPLE	58,000'
64 No. 2 Com. & Btr. MAPLE	26,000'
2 Com. & Btr. S&T MAPLE	19,000'

IDEAL HARDWOOD SAWMILL



Are putting in pile every month two and one-half million feet of choicest Northern Michigan Hardwoods

Stack Lumber Company
Masonville, Michigan

COLUMBUS

Frank Sutphen, one of the charter members of the Union Association of Lumber, Heart and Stick Salesmen and who served one year as secretary-treasurer, died at his home at Middletown, Ia., recently. He was one of the best known characters in the lumber business in this area.

C. W. Peters, formerly in the lumber business in Columbus, has taken the position of manager of the lumber department for the Mercantile Hawkins Co. Company, Huntington, W. Va.

The lumber industry will regret to hear of the death of Clarence Brown, a well known citizen of Toledo, Brother of Horace Brown of the Massillon Lumber Company, Massillon.

R. W. Horton of the W. M. Ritter Lumber Company reported a good demand from hardwoods, especially from furniture-firing plants. He said that the best customers were box, furniture and implement factories. Prices are firm at former levels and shipments are now coming out better than formerly. On the whole the prospects are considered good.

Two sons of C. H. Packer, who is connected with the West Toledo Lumber Company, are in the United States service. One son is at Camp Gordon in officers' training camp and the other at Camp Taylor, Louisville.

Glenn W. Hall of the Hall Lumber & Coal Company, Conroy, O., has joined Vancouver Barrows with the spruce-pine-tan division. Paul A. McNaughton, a son of A. E. McNaughton of the Pleasantville Lumber Company, Pleasantville, O., is with the 112th Engineers in service in Europe.

Ray W. Wason of the C. D. Bartlett Lumber Company, Canton, O., is another young man to enter the United States Army.

J. A. Ford of the Imperial Lumber Company reports a good demand for West Virginia hardwoods with prices ruling firm in every part of the country. A good run of orders during the fall and early winter.

CLEVELAND

Latest development in the housing situation in Cleveland, indirectly connected to the hardwood industry, is the receipt of advice from Wash. Wash. naming Paul E. Fess as housing administrator for Cuyahoga county. Mr. Fess has been chairman of the Cleveland branch of the United Housing Bureau. Confirmation of the appointment is expected here in a few days. With this confirmation, Mr. Fess will have power to direct the entire housing situation here, including new construction. First step will be toward preparing housing for industrial workers, that the production of war materials will not be hampered. Chance for more hardwood being used is seen in the almost positive assurance that the government will advance money for the construction of 2,000 houses here. Branch Chamber of Commerce surveys indicate the actual need is 10,000



FIRE INSURANCE SERVICE AND PROTECTION

Davis Service was organized to furnish to lumbermen in every branch of the trade complete and immediate protection for buildings, equipment and stocks. No matter how many yards and plants you have, nor where they are located, we can cover you.

The value of Davis Service consists in the fact that your insurance is placed at one time on all your risks, through one office, which acts as your fire insurance clearing house and insures full coverage everywhere all the time.

Let our Engineering Department show you how to reduce the cost of your fire insurance.

Full Coverage, Correct Forms, Lowest Rates

A. J. DAVIS & CO.

Specialists in Lumber Fire Insurance

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Walnut

Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience

IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

FRANK PURCELL
515 Dwight Building, KANSAS CITY, MO.

houses. Moreover, the Cleveland Real Estate and Housing Company is seeking from the capital issues committee an approval of its issue of stock. This will mean this firm can go ahead with its own program.

Placing of orders for motor truck trailers with Cleveland automobile and truck body firms looks like a big demand for hickory, ash and other hardwoods here. Several thousands of these trailers are being made by the Ohio Trailer Company, Grant Motor Car Corporation (Cleveland and Findlay), the White Company, the Peerless Motor Car Company and the Chandler Motor Company.

Cleveland Boy Scouts' part in aiding the government to locate black walnut trees has resulted in the location of forty such trees near Bedford. A troop under Scout Master S. C. Smith made the find. This quantity will be added to the allotments found by Boy Scouts in other parts of the country, officials were advised from Washington this week. The material will be used for airplane and gun parts.

At a special meeting at the Cleveland Board of Lumber Dealers, at which the seven freight agents of the trunk lines of railroads serving the Cleveland district were guests at dinner, explanation of the new freight rulings by the federal railroad administration were made. Hardwood and other lumber interests have been somewhat at sea regarding these rulings, and it is the opinion of J. V. O'Brien, secretary of the board, that much of this confusion will be relieved from now on.

< INDIANAPOLIS >

The Connersville Furniture Company of Connersville, Ind., now is operating night and day on a war contract. The company has obtained a contract for the manufacture of ammunition cases to be used in connection with the new Browning machine guns. During the last month the company has manufactured more than 80,500 of these cases, and the government has requested the Connersville plant to speed up operations for the future. The company has purchased a large supply of material, which is under guard.

The Wayne Show Case Company of Columbia City, Ind., is to be dissolved on account of insolvency. The stockholders of the company, which has been in operation for two years, recently held a meeting, at which it was decided to place the company in liquidation. The stock of the company and its equipment is to be disposed of. The company has not been successful from the start.

The Cyrus E. Shafer Lumber Company, South Bend, Ind., has received a contract to supply the government with 60,000 feet of walnut lumber. The Hoffman Brothers Company, Fort Wayne, Ind., has purchased the second large sawmill outfit during the last few weeks, the company having just purchased a plant in central Ohio. The company recently purchased a sawmill of John Menzies of Kendallville, Ind.

William J. Antidorschie, a well known lumberman and lumber manufacturer of Indianapolis, died at his home last week after a short illness. He was seventy-eight years old. He had been a resident of Indianapolis for fifty-five years, and had been connected with the lumber industry of the city for that time. When he first became a resident of Indianapolis he engaged in the lumber manufacturing industry and later became a part owner of the Cabinet Makers' Union. He is survived by a widow and two children.

The Dillon Lumber Company of Linton, Ind., has been incorporated with a capitalization of \$20,000. It will operate a mill located near Freehamsville, Ind. The officers are: Charles Dillon, president; Stewart Vismuth, vice-president, and George R. Allen, secretary-treasurer.

The Mobile Wood Products Company of Evansville, Ind., has been incorporated with a capitalization of \$25,000. Directors of the company are Allen Gray, Robert R. Williams, George O. Worland and Benjamin A. Bowman.

< EVANSVILLE >

E. H. Hyman, secretary of the Evansville sub-division of the Cincinnati regional on war contracts, has announced that among the recent new members of the sub-division are the following: Tell City Spoke Company, of Tell City; the Curry Fly Trap Company, Paducah, Ky.; Jasper Jack Company, Jasper; Hovels-Gas Engine Company, Hovels; Engazy Company, Indiana Collar Company and Theodore K. Rehtlin, all of Evansville; Troy Chair Company, Troy; Blackford Window Glass Company, Vincennes; Rockport Planing Mill Company, Rockport; Ford Lumber Company, Princeton; Ruby Lumber Company, Madisonville, Ky., and the Summers & Mauck Lumber Company of Owensville, Ind. Since the organization of the Evansville sub-division many of the lumber manufacturers and owners of other wood consuming plants in this section have been awarded war contracts under the regional plan. The Evansville sub-division embraces thirteen counties in southern Indiana and twenty-five counties in western and northern Kentucky. The Hercules Engazy Company and the Evansville Tool Works were among the local industries that have obtained recent war contracts. McFerson & Foster, local box manufacturers, have been working for several months on large war orders.

W. J. Rummier has become a partner of J. M. Whitmore, whose handle factory at Mt. Vernon, Ind., was destroyed by fire a short time ago at a loss of \$20,000. The plant has been rebuilt and a complete handle factory outfit was purchased in Tennessee and has been removed to Mt. Vernon where it will be installed in the new plant. The outfit purchased

and to be a good business man. He is a member of the American Lumber Association and is a member of the National Hardwood Manufacturers Association.

W. C. Boardman, W. T. Cummings, and J. H. Cummings are the owners of the mill. The mill is located on the banks of the Tennessee River, and is one of the largest in the South. It produces a large quantity of hardwood lumber, which is sold in all parts of the South and West.

Mrs. M. M. Boardman is the wife of W. C. Boardman. She is a member of the American Lumber Association and is a member of the National Hardwood Manufacturers Association. She is also a member of the Tennessee Lumber Association.

Mrs. M. M. Boardman is the wife of W. C. Boardman. She is a member of the American Lumber Association and is a member of the National Hardwood Manufacturers Association. She is also a member of the Tennessee Lumber Association.

Harry M. Boardman is the son of W. C. Boardman. He is a member of the American Lumber Association and is a member of the National Hardwood Manufacturers Association. He is also a member of the Tennessee Lumber Association.

Daniel W. Boardman is the son of W. C. Boardman. He is a member of the American Lumber Association and is a member of the National Hardwood Manufacturers Association. He is also a member of the Tennessee Lumber Association.

The first of the new mill will be held in the city of Nashville, Tennessee, on the 20th of August, 1918. The mill is one of the largest in the South and West. It produces a large quantity of hardwood lumber, which is sold in all parts of the South and West.

J. C. Boardman is the son of W. C. Boardman. He is a member of the American Lumber Association and is a member of the National Hardwood Manufacturers Association. He is also a member of the Tennessee Lumber Association.

George O. Boardman is the son of W. C. Boardman. He is a member of the American Lumber Association and is a member of the National Hardwood Manufacturers Association. He is also a member of the Tennessee Lumber Association.

Timber manufacturers in the South and West are reporting a good business. They expect to be extremely busy the balance of the year.

Hardwood lumber makers in the South and West say that while logs are still scarce and high, the situation has improved over last year and they are looking for a common report of log. Many of the mills in this section have been greatly improved during the past three months because they were unable to do any thing of the plants have been forced to close down. The only exception in this section that have been closed down for several months is the mill at Knoxville, Tennessee, which is now being run by the Federal Government.

< NASHVILLE >

The demand continues rapid and constant for manufacturing goods. The demand for the Tennessee Lumber Association is very high. Local manufacturers have been unable to run at full capacity for the remainder of this year on the account of a shortage of goods. Farmers are being urged to sell their surplus produce as a patriotic matter to help win the war, and if they show good will, it is thought it is thought not improbable that some steps will be taken to compel them to sell the logs. High prices are now being paid for lumber, and the most attractive opportunity ever offered in the history of the world.

Several Tennessee lumber companies have recently filed amendments to their charters, increasing their capital stock. The following changes have been made: The Tennessee Lumber Company, Memphis, capital stock increased from \$100,000 to \$250,000; Philip A. Ryan Lumber Company, Memphis, capital stock increased from \$75,000 to \$125,000; L. D. Murrell Lumber Company, Memphis, capital stock increased from \$150,000 to \$300,000.

T. A. Washington of Hunt, Washburn & Smith reports his firm operating on hardwoods and cypress at one of two points in Tennessee and south of Macon, Ga. The last mill having been recently put in. The car situation is very except to Atlantic points for which permits are necessary.

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MILL
HELENA, ARK

Address Correspondence to Chicago Office

The Southern Lumber & Manufacturing Company in East Nashville is active with a considerable stock of hardwoods on yards.

John W. Love of Love, Busd & Co.'s New York office is expected in Nashville early in September. Hamilton Love says business is good and lumber stock now too plentiful, with ample requests for both poplar and oak. Low grades are also in demand.

John B. Ransom & Co. are working on a large war order on locust, walnut and other woods and every effort is made to secure the product for government needs. Mr. LaSaur of the lumber department and D. S. Hutchison of the wire bound box department report a large summer activity, the last showing the best trade in the history of that department. Mr. Hutchison was formerly in the hardwood flooring end of it.

A. J. Smith was seen at his yard in the western part of the city. He has a large business in Nashville entirely on cedar products, pole stock, dimension stock of all kinds in cedar. He reports labor extremely scarce even for loading.

Lieberman, Loveman & O'Brien are running their sawmill and box factory in South Nashville on daylight run.

The Angera Lumber & Tie Company has opened an office on the eleventh floor of the Stahlman building. C. B. Kelley is manager.

The Fitz-Stanley & Oliver Lumber Company is operating an office on the eleventh floor of the Stahlman building. It is interested chiefly in cedar products and is an old timer in middle Tennessee.

The Ben. Air Lumber & Manufacturing Company are on the sixth floor of the Stahlman building, Nashville. Chicago people are interested in this company.

Fred Arn, president of the J. H. Card Lumber Company, Chattanooga, and a member of the board of governors of the Tennessee Manufacturers' Association, was in Nashville a few days ago to confer with the officials of the Tennessee Manufacturers' Association.

G. H. Evans of the G. H. Evans Lumber Company, Chattanooga, was in Nashville last week.

MEMPHIS

The capital issues committee at Washington has approved the \$500,000 in bonds authorized by a recent session of the Tennessee legislature to provide funds for the building of river and rail terminals here. This removes the last obstacle in the way of these terminals and it is announced that work thereon will begin shortly. The bonds have already been sold to A. B. Leach & Co. and will be delivered as soon as the necessary details can be arranged. Steps looking to selection of a site and the awarding of the contract for their construction will be taken in the immediate

future. The building of these terminals will put Memphis in position to take advantage of the proposed rehabilitation of river transportation through the establishment of government-owned and government-operated barge lines between St. Louis and New Orleans.

The members of the Lumbermen's Club of Memphis took charge of the sale of war savings stamps in the down town booths here one day recently and disposed of approximately \$20,000 worth of war savings and thrift stamps. The lumbermen had already purchased approximately \$70,000 worth of these stamps prior to the sale, with the result that their purchases, combined with their sales, bring their total to \$90,000. A feature of the day was a truck loaded with logs driven about the city. On the logs, which were cut from a tract of hardwood timber practically within the city limits, was the legend: "Grown in Memphis and to be used for war work."

Quite a notable increase is reported in demand for cut-over lands in the southern alluvial regions of the lower Mississippi valley, according to John W. McClure, president of the Southern Alluvial Land Association. Prices are ranging from \$25 to \$75 per acre, according to the character of the property, the amount involved in clearing and the drainage already accomplished. Mr. McClure says that the greater portion of the demand is coming from negroes who have made sufficient money out of cotton and other crops to enable them to make substantial payments on account.

The strike of laborers at the plant of the American Car & Foundry Company at Binghamton, a suburb of Memphis, has practically ceased and the firm is able to show practically a full force of men. This company is engaged at present on the construction of cars for the government and is turning them out at the rate of approximately 15 per day.

The American Hardwood Manufacturers' Association reports sixty-two new members since its organization in January as successor to the American Oak Manufacturers' Association and the Gum Lumber Manufacturers' Association. These members are exclusive of those who came in under the reorganization plan. This rapid growth in membership brings the annual cut of the association well above one billion feet per annum.

J. H. Townsend, secretary-manager of the Southern Hardwood Traffic Association, has recently returned from a visit to the branch offices of this organization at Louisville and also from a trip to Cincinnati in the interest of the association.

The Anderson-Tully Company has resumed operations at its three-ply built-up veneer and panel plant in North Memphis. It has likewise placed its sawmill at Memphis on double shift for the first time in a number of months.

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on

OAK TIMBERS

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SPECIAL SIZES

Up to 16-Foot Lengths

JAMES E. STARK & CO., Inc.

HARDWOOD LUMBER

BAND MILLS

MEMPHIS, TENN., DYERSBURG, TENN.

VENEER MILLS

MEMPHIS, TENN.

Manufacturers of tight and slack cooperate report that they have been able to work their mills in the country, used for getting out bolts and other rough material, on a larger scale during the past thirty days than for more than a year. They frankly admit that this progress has been the direct result of the increased supply of labor available for work in the woods at these plants. Most of the help came from the farms where crops had been laid by and it is expected that it will shortly return to gather the cotton and corn. When it does return, it is anticipated that labor conditions will be worse than heretofore. The increase in production of rough material, however, already accomplished, means quite a bit of this on hand against later needs.

← LOUISVILLE →

At a recent meeting of the Louisville Hardwood Club resignations were accepted from R. R. May, secretary, and Preston Joyce, treasurer, both men having filed applications as candidates for training in the Artillery Officers' Training School at Camp Taylor, and expecting to be called for service. Later they were both informed that they had been turned down on account of defective eyesight, but Mr. May later took the matter up with General Austin, and expects to report in a few days. Mr. Joyce expects to enter some other branch of the service. A. E. Engle, assistant manager of the Louisville branch of the Southern Hardwood Traffic Association, has been named secretary, and Edward L. Davis of the Edward L. Davis Lumber Company was named treasurer.

In response to a request of the Louisville Board of Trade the Louisville Hardwood Club has named Will Day of the Highland Park plant of the Wood-Mosaic Company as lumber director of the Louisville division of the War Industries Board, which is in the Cincinnati zone.

At a meeting of the Hardwood Club on Tuesday, August 20, held at the Devils' Kitchen, much discussion was heard concerning probable traffic conditions this fall. Harry Norman was of the opinion that there would not be any serious car shortage this season. Other members believe that the movement of cotton, cane, wheat, etc., from the South during the next few weeks will result in cars being hard to obtain. It is believed that cars will be hard to obtain until the latter part of October, but the short age of last year is not anticipated, due to improved conditions in the East, and Federal regulations of business moving to seasonal. At the present time cars are being obtained fairly well locally, but inbound lumber from southern mills is moving slowly and much trouble is being experienced in securing requirements.

T. H. Payne, formerly manager at Soudlower, Miss., for the Ward Lumber Company of Chicago, was recently in Louisville for a short visit. Mr. Payne reported that the Ward company had cut out all of its lumber at

Soudlower, and that the mill was idle at the present time to arrange means having been made for timber.

The North Vernon Lumber Company, North Vernon, Ind., with a plant also at Louisville, is making improvements at the Louisville plant, including installation of a planing mill. Considerable equipment is being installed, including a double-surface, resaw, rip saw, and cut off, this being in addition to the regular mill equipment, and largely for the purpose of manufacturing crating, as well as taking care of local trade. The improvements should be completed about September 1, when the concern will be in position to surface two sides and resaw and cut specified widths. Both of the company's mills are again in operation after a six weeks' shutdown, with about a half million feet of logs on the yards, and another half million on track or transit. While operating conditions are difficult the company hopes that it has logs on hand to keep it going until about the first of the year before another shutdown. A new tract has been opened at Paris, Tenn., where about a million feet of logs will be cut, in addition to the logs from 2,000 acres of stumpage at Dyersburg, Tenn.

Louisville interests have secured control of the Mound City Veneer Mills, at Mound City, Ill., the North Vernon Lumber Company having recently secured a third interest, while the other parties interested are George L. Kammapp, formerly of the Parkland Veneer Mills, and C. E. Falloot, formerly of the Parkland Saw Mills Company. The plant is in operation and is featuring the manufacture of gum veneers of all grades, operating two rotary lathes, and having a log supply on hand to run several months.

Work has started on the new artillery cantonment at Stithton, Ky., the general contract having been placed with John Griffith & Son Company of Chicago. Lumber has been moving from the southern pine mills to this camp so rapidly that much congestion is being experienced. Just now, resulting in William Barr of Washington going to Stithton in an effort to straighten out matters. The new cantonment will be known as Camp Knox, named after General Henry Knox, who made history in the revolutionary war as artillery commander under Washington. Locally the trade is securing very little business on the new camp, as practically all material is coming direct from the South.

Fred G. Jones of the Fred G. Jones Lumber Company, Louisville, on August 17 had a fine-river launch destroyed by fire at Carrollton, Ky., while on a vacation trip to the headwaters of the Kentucky river. A "barrel" of gasoline which took fire on the wharf was shoved into the river, setting the launch on fire, and communicating to the boat. Mr. Jones' party returned to Louisville by rail.

The first annual outing of the employees of the Highland Park and New Albany plants of the Wood-Mosaic Company was held at Getaway Park,

New Albany, Ind. (to Saturday, August 10, including women and children) there were 1,000 persons present, admission being charged and proceeds turned over to the Mutual Aid Society, composed of the employees. A number of interesting athletic events were staged, including a baseball game won by a 5 to 3 score by the New Albany team; a sock race, 100 yard dash, relay race, and tug of war. New Albany won three of the five events but couldn't touch the Highland Park boys in speed in the 100 yard dash or relay race. A big dinner was served on the ground, followed by dancing, a concert band having been employed. Boating and swimming on Glenwood's deep pool of Silver Creek also made the day of interest.

It has been announced that the Winchester Lumber & Manufacturing Company, Winchester, Ky., has dissolved and wound up its affairs. The company suffered a bad fire a few months ago and later the plant she was sold.

George Wilcox of the I. B. Wilcox Lumber Company, Louisville, operating mills at Bonville, Miss., is busily engaged in completing additional tracts into the woods, in order to secure logs with greater ease. The improvement had been contemplated for a year or more, but labor supplies were too short to carry out the work. During the past few weeks the company has had a surplus of labor due to agricultural labor returning to the mills.

The Howard Dry Dock & Shipyard Company of Jeffersonville, Ind., with shipyards at Paducah, Ky., plan rebuilding the Paducah plant, which was recently destroyed by fire.

The First National Bank and the Fidelity Columbia Trust Company of Louisville have filed suit against the M. A. Sweeney Shipyard & Foundry Company of Jeffersonville and others to wind up the affairs of the concern, in order to recover on a bond issue of \$25,000 for twenty-five years, the bonds falling due on July 15, 1918, and remaining unpaid.

Some of the government orders for lumber have been placed with the Carpenter & Bayless Handle Company of Glasgow, Ky., which now has orders for 450,000 yds. handles, 200,000 sledge and 200,000 pick handles, besides many thousands of smaller handles. The company will install additional finishing equipment.

McCammon & Keller of Lebanon, Ky., a concern which started manufacturing spokes for the government last spring, is now installing additional equipment in order to rush the big contracts, which have been secured.

At Cynthiana, Ky., J. C. Hamilton has sold his interests in the Hamilton Lumber Company to his partner, J. T. Kenton. The latter will continue the business under the old firm name.

The Charles W. Pennybacker Company of Louisville, to take over the box plant of the late Charles W. Pennybacker, has been incorporated with a capital of \$5,000 by John C. Graves and others.

Announcement was recently made at Mayfield, Ky., to the effect that the Mayfield Planing Mills has purchased the lumber business of O. S. Watzler, consolidating the two businesses.

James A. Bennett, lumber dealer of Taylorsville, Ky., died at his home in this city on August 16, a few hours after leaving his office. Mr. Bennett was sixty-nine years of age and is survived by a large family.

John Merringer, sixty years of age, who for many years was in the cooperage business at Paris, Ky., recently dropped dead while working in his garden, death being due to heart trouble.

It is reported that G. M. Kneukels and associates of Viper, Ky., have purchased 2,000 acres of hardwood timberlands along the middle fork of Buckhorn Creek and Greasy river, in Leslie county, Kentucky, and that lumber and stave mills will be installed. It is claimed that the timber will require several years to cut. Headquarters will be at Hazard, Ky.

From Whitesburg, Ky., it is reported that J. L. Blair and others have closed a deal with New York interests for several thousand acres of choice hardwood timber, in the Black and Cumberland mountains, along the Virginia line, the timber consisting principally of oak, beech, birch, poplar and chestnut.

It is reported from Morehead, Ky., that J. K. Baird and associates have closed a deal for a large boundary of standing timber, consisting principally of oak and poplar, along the north fork of the Kentucky river and Cully and Smoot creeks, in Letcher county, near Whitesburg. It is planned to start cutting and shipping logs over the Louisville & Nashville in September.

◀ ARKANSAS ▶

The Darnell Lumber Company of West Helena, Ark., sustained a loss estimated at \$15,000 from fire which destroyed its plant on August 15. The fire is said to have originated in the stables and spread rapidly.

The planing mill of the Clark County Lumber Company, Sulfiton, Ark., was destroyed by fire on August 8. The extent of the loss has not been learned.

The Export Company of Leslie, Ark., has raised a large service flag containing 168 stars in honor of its employees who have entered the service of the country with the armed forces.

T. E. Jones and his sons are saving 100 walnut logs from their farm near Deatur, Ark., to be sold to the government for use as airplane stock. This lumber is said to be worth \$100 per 1,000 feet.

The J. S. Kimbro Lumber Company, which owns and operates lumber yards at Helena and Monticello, has opened a yard in Little Rock, at Fifteenth and Railroad, with C. J. Kennedy in charge.

◀ WISCONSIN ▶

The J. S. Stearns Lumber Company of Oshkosh, Wis., on August 15 completed the cut at the Washburn mill after a number of years. The mill has been acquired by George R. Moore, manager of the plant, who intends to use it as a custom mill to accommodate the owners of large tracts of timber still existing tributary to Washburn. The plant has a capacity of 50,000,000 feet of lumber a season and is one of the largest and best-equipped mills in the western part of the Lake Superior country. It was built in 1880 by the C. C. Thompson Lumber Company and operated for many years. In 1902 the property was purchased by Hiltenshous & Peterson, who since that time has operated the mill. The Stearns company acquired the mill and practically rebuilt it throughout at a cost of nearly \$100,000. As originally planned, the Stearns company has been operating it at capacity since that time until its timber resources were converted. Mr. Moore came to Washburn in 1909 as manager of the mill, which he now is equipping.

After standing idle for about a year, the plant of the Michigan Hoop & Stave Company, on Wrbeck island, Marinette, Wis., resumed operations on August 12 under new management and ownership, with a crew of forty men. Following the sudden death of Oscar Lyon a year ago, the business was suspended pending a reorganization, which recently was effected by H. L. Peterson of Sturgeon Bay, Wis., and associates. Orders on hand insure its continuous operation at capacity for some time to come. The new officers of the company are: President, H. L. Peterson; vice-president, Charles Lindon, Sturgeon Bay; secretary and treasurer, J. K. McLain, Marinette.

The Charles W. Fish Lumber Company, Antigo, Brinnawald and Kleho, Wis., has commenced the operation of the new planing mill erected adjacent to its sawmill at Antigo. The mill is electrically operated throughout, current being purchased from the Antigo Electric Company. Six large motors of an aggregate capacity of 110 horsepower are employed. The Fish company's planing mill at Kleho was badly damaged by fire recently.

The Peshtigo Pulp & Paper Company, Peshtigo, Wis., which recently acquired the sawmill and other property of the Phillips Lumber Company, is making excellent progress in the work of converting the plant into a pulp and paper mill, which will consume from sixty-five to seventy tons of hemlock timber a day. The work will cost \$175,000, including new buildings, tanks, hydroelectric plant, etc. George B. Maurer, Appleton, Wis., is president and general manager of the new company, which has a capital stock of \$300,000.

The Reedsburg Broom Works, established three years ago at Reedsburg, Wis., is making provision for doubling the size of its plant by having acquired a two-story brick building, 40x84 feet in size. Since January 1 the concern has shipped nine or ten carloads, each containing 500 dozen brooms. Louis L. Bauer is president.

The Universal Shipbuilding Company, incorporated with a capital stock of \$1,000,000 to take over and develop the wooden shipbuilding plant of Reichelt, Witter & Company, Sturgeon Bay, Wis., has completed improvements enabling it to engage extensively in frame ship construction for the government. A contract for three 150-foot seagoing tugs, with wooden hulls, has been taken and work is now under way. The contract is valued at \$750,000.

The Menasha Woolenware Company, Menasha, Wis., and other lumber manufacturing concerns having plants at Ladysmith, Wis., and immediate vicinity, are to be provided with greatly improved railroad facilities by the action of the Dane County Circuit Court in affirming an order of the Wisconsin Railway Commission that the "Sox Line" and the Omaha make a connection at Madison, Wis. It now is necessary to ship logs by a roundabout way to get them to the "Sox" tracks. The railroads fought the order, as it involves an estimated expenditure of \$36,616 and at the point where the connection is to be made the "Sox" tracks are elevated twenty-eight feet.

Chicago interests have organized the Sunbeam Chemical Company to establish a large charcoal and chemical plant at Cable, Bayfield county, Wis. Work is now under way on the erection of the first unit, consisting of a main building, 75x300 feet, and a power house.

The Bissell Lumber Company, Wausau and Marshfield, Wis., which recently purchased the entire holdings of the Stolle Lumber & Veneer Company at Tripoli, Wis., is contemplating the erection and equipment of a new planing mill of considerably larger capacity than the present one. Work will not begin until important extensions of hauling accommodations are under way. Eight or ten dwellings are now under construction. A new company store will be built and the present one converted into a clubhouse and recreation building for employees. The Tripoli sawmill is now using the cut from two camps and is shipping about three cars of lumber, one car of veneer and one car of bark a day. The working force at mill and in camps numbers nearly 200.

Representatives of more than sixty large manufacturing plants in Milwaukee and eastern Wisconsin have formed a local branch of the National Association of Purchasing Agents, with headquarters in Milwaukee. The charter membership includes Lawrence J. Korbel of the John Schroeder Lumber Company, Milwaukee, and J. K. Bennett, secretary of the Wisconsin Chair Company, Sheboygan and Port Washington.

The Hamilton Manufacturing Company, Two Rivers, Wis., is reported to be working on a rush order for finished material for DeLaval hand battle planes.

LUMBER

Cut from logs such as these ranks high in quality and grade. All our stock is from St. Francis River basin logs which produce the highest quality of Gum lumber on the market.

2 Band Mills
100,000 ft. daily capacity

MILLER LUMBER CO.
MARIANNA, ARK.



Wilfred C. Parker of the Miller & Son Lumber Company, Milwaukee, attended the William school for intensive military training, which was conducted at Camp Stevier, Lake Geneva, Wis., for two weeks beginning August 12, under the direction of Capt. F. E. Hoels, U. S. A. and other regular army officers.

Lawrence W. Flaunigan, Beaver Dam, Wis., for many years actively engaged in the timber and lumbering industry in Northern Wisconsin, died after a long illness, aged 62 years. In recent years Mr. Flaunigan devoted his time to the presidency of the Farmers' State Bank of Beaver Dam but retained extensive timber interests.

The Rhineland (Wis.) Society Works has accepted a large order for doll beds designed and patented by Emil Lehman, proprietor, from a Chicago wholesale home which desires the goods for the coming holiday trade. The plant will be operated evenings until delivery is completed December 1.

The late Andrew R. Weck, president of the John Weck Lumber Company, Stevens Point, Wis., who died several months ago in California, left an estate valued at \$503,112, according to the report of the executors. The estate has paid a federal inheritance tax of \$17,940 and a state tax of the same nature amounting to \$12,926.

off from July. Some, however, report that business is better than a year ago and they regard the dullness as only temporary, occasioned by the vacation season and hot weather. The activity now is largely centered in getting into shape the stocks ordered for the fall trade, and assortments are in almost every case much better than usual, while most of the yards are being crowded for space.

Sales are largely in oak, maple, ash, spruce and poplar. Where lumber can be delivered promptly prices are strong and customers who need the stock are not much disposed to beat down the price asked for it. A large proportion of the stocks wanted can now be secured at the local yards and this leads to the expectation that business will be on a satisfactory scale this fall.

Buffalo has been assured some relief from the bad housing conditions which now prevail here as the result of increased industrial activity, and the government is likely to devote some money to erection of houses for the workers. Local builders say they would be glad to put up many houses, provided they were given the chance to get the materials needed. A committee of home defense is working on the housing problem and hopes to solve it in the near future. The lack of houses has occasioned an advance in the price of rents here, but very few houses are for rent.

Lake receipts of lumber have fallen off within the past month and the number of hardwood cargoes coming in has been few. Some concerns ordinarily active in this line have had scarcely any lake hardwoods this season.

The Hardwood Market

< CHICAGO >

There is still considerable abundance of orders and prices locally. It seems that a fair number of small mill cuts have been offered by proprietors who are not in touch with market situations and have no selling organization. Quite a good deal of this material has accumulated at different points and is now being brought to the market to the detriment of the up-to-date trade. The condition does not seem to be seriously disturbing, but is enough in evidence to cause concern locally. On the whole, though, the price situation is holding up satisfactorily and will undoubtedly so continue.

< BUFFALO >

The demand for hardwoods shows a decline from two or three weeks ago, and August sales with the wholesalers will generally show a falling


< BOSTON >

The hardwood market of New England shows its usual seasonal condition. Embargoes are causing very little trouble and there is no question that stocks would be restored if material were not so scarce and high. There are no features to distinguish the present situation here from that prevailing throughout the country. Construction and production for civil requirements are shrinking and being replaced with the endless variety of special war needs. The state of credit holds remarkably good and every activity that labor and lumber conditions will admit is rushing.

< BALTIMORE >

That there has been a feeling of apprehension in the hardwood trade regarding the future cannot be denied. Many of the manufacturers and dealers have viewed the prevailing conditions with disquiet and have experienced misgivings in regard to the trend of developments, including the belief that serious unsettlement might be expected. While this

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Move if there is a possible opening
Especially Hardwoods

WE MANUFACTURE bandsawed, plain and quarter sawed
WHITE and RED OAK and YELLOW POPLAR

We make a specialty of Oak and Hickory Implement,
Wagon and Vehicle Stock in the rough
See Inquiries Solicited

ARLINGTON LUMBER CO., Arlington, Kentucky

Swain-Roach Lumber Co.

SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

Plain Oak—1 car 2", 2 cars 2 1/2", 1 car 3/4" F.A.S., Soft Maple—2 cars 2 1/2" No. 1 com & better, Soft Elm—1 1/2 car 3", 1/2 car 2 1/2" and 4 cars 3/4" Log Run, 1 car 4/4" No. 1 & No. 2 com, Red Gum, 1/2 car to 4 No. 1 com, & better, Quartered Red Gum, 1 car 4/4" Log Run Quartered Black Gum; 3 cars 4/4" F.A.S. Quartered White Oak.

At Two Band Mills

STRAIGHT OF MIXED CARLOADS
PROMPT SHIPMENT

Plain & Qtd. Red & White OAK

AND OTHER
HARDWOODS

Even Color Soft Texture

MADE (MR) RIGHT

OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO.

(INCORPORATED)
CINCINNATI, OHIO

is undoubtedly true with regard to the export business, the domestic trade has so far kept up surprisingly well. The transportation situation, for instance, has been very decided improvement. Embargoes on the railroads have been raised, so that it is now possible to make shipments with surprising freedom. This has had one result that served to cause a measure of quiet. At the time when it was exceedingly difficult or almost impossible to have shipment made, the hardwood buyers, fearing they could be caught without sufficient lumber for their needs, placed orders which, had they been filled at once, would have left them with far greater stocks on hand than they had use for. The purchasers reasoned that if one order was not filled another might be, and endeavored thus to guard against serious shortages. Many shipments were under way for months and in many instances could not be traced at all. The raising of the embargoes, of course, caused a clearing up of the congestion, and these delayed shipments arrived at their destination within a short time. The users of hardwoods are now so liberally provided with stocks that they hold back with further business, being disposed to delay all the more because no prospect of another tie-up presents itself. For the time being, consequently, there is a distinct lessening in the movement, though this is not to be regarded in any sense as indicating reduced requirements. As a matter of fact the market retains its strength, the quotations being usually maintained, and there being no really adverse factor to discourage the hardwood men. For a time it was also supposed that, as with regard to yellow pine, the government might be expected to step in and assume a large measure of control. This anticipation also has now been abandoned, and members of the trade say that in their opinion the taking over of hardwoods is not contemplated. Of course, the dealers never have much business ahead, being on a from day to day basis, so to speak. But since this basis has proved to be fairly liberal, the producers and the dealers are letting the future take care of itself. Marginal profit are large, especially for the mills, but, of course, these interests are confronted by the prospect of having to give up a big portion of the profits in the shape of a war profit tax. This also applies to the dealers, so that in the end the hardwood interests will have little, if anything, more than a moderate return on their enterprise. Big gains in the volume of business and in the monetary value of the turnover are being reported by some of the hardwood men, and it can be said at any rate that they will be able in many instances to pay liberal income taxes.

—< COLUMBUS —

The hardwood trade in Ohio territory has ruled firm during the past fortnight. Buying on the part of factories is the best feature. Some orders are received from retailers, but they have been small and intended only to replace broken stocks. On the whole the tone of the trade is satisfactory and prospects are for a continuation of the good demand.

Factories making tools and implements are good customers. Orders are also received from vehicle and furniture factories. Factories are buying mostly for the present, although some have succeeded in laying in a surplus stock to last several months. Shipping facilities are now better and deliveries are much more prompt. In fact cars are rather plentiful and little trouble is experienced on that score. Retailers have fairly good stocks, as building operations are at a low ebb. Collections are fairly good.

The price list is well maintained at the levels which have prevailed for some time. All changes have been toward higher levels. No cutting is reported, as there is a fairly good demand for all available stocks. Retail stocks are not very large, but sufficient for the present. The strongest points in the market are poplar, especially the lower grades and plain sawed oak. Chestnut and ash are both firm. Basswood is moving fairly well.

—< CLEVELAND —

Higher prices for all hardwoods, more especially the lower grades, are looked for with the turn of the month by leaders in the Cleveland market. This will not be due to any improvement in demand, for there is less inquiry, especially among the building trades which form the principal outlet, than at any time this year. Mill production, as far as this district is concerned, is said to be curtailed, and certainly shipments have been reduced. The most notable changes likely will be in flooring, particularly oak and maple, and in basswood. The higher prices in rough lumber have also had their influence upon the finished material. Increased buying power of the people as a whole, due to war work and the high wages that go with it, is reflecting to the advantage of the better grades of hardwoods, such as mahogany and the like, through the increased demands of the furniture trade. These are none too plentiful here either, however, and higher prices also are looked for.

—< INDIANAPOLIS —

Government demands continue to be the biggest factor in the hardwood situation in this territory, and with the number of war contracts increasing constantly, the trade is depending on the customary channels of business for only a small per cent of the demand. Agents of the government who have visited this territory recently have assured associations of business men that the number of war contracts to be placed with Indiana manufacturers is to be increased materially in the near future.

The furniture industries are fairly active, but many of these plants

Jackson & Tindle

ELM and BIRCH

4/4 to 12/4 All Grades
Well assorted stock

4/4, 5/4, 6/4, & 8/4 No. 3
Hardwood

Mills at PELLSTON, MICH.
BUNTING, MICH.
JACKSONBORO, ONT.

Main Office
BUFFALO, N. Y.

Send your inquiries to

SALES OFFICE: 303-304 Murray Building
Grand Rapids, Mich.

SAVE YOUR MONEY BY USING THE

RED BOOK

Published semi-annually
in February and August

It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also oper-
ated and the same is open to you. Write for terms.

Lumbermen's Credit Association Estab. 1878

608 So. Dearborn Street CHICAGO Mention This Paper 25 John Street NEW YORK CITY

CINCINNATI

Hardwood Manufacturers and Jobbers

C. CRANE & COMPANY

Manufacturers of Hardwood Lumber, Oak & Poplar especially
Our location makes possible quick delivery of anything in timber and hardwood
lumber

OHIO VENEER COMPANY

Manufacturers & Importers FOREIGN VENEERS
2624-34 COLERAIN AVENUE

The Tegge Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties

OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

positive that stocks in the hands of hardwood manufacturers are well below normal, and they believe that there will be an exceptionally active demand this fall and winter from the government and from private industry. They realize that manufacturing costs are increasing all the while, and that their lumber is worth holding because it cannot be replaced at a cost that will allow even a fair margin of profit on the basis of prices recently prevailing.

It may be stated on the most reliable authority that stocks of gum and oak, the two leading southern hardwoods, are no larger than they were sixty days ago. There was heavy loss in production as compared with sales and shipments during June in both, and the gain in production over sales during July has been only large enough to offset the deficit of the preceding month. Members of the trade are familiar with the shortage of gum and oak at the end of May, and it is necessary for them to go back to this period to get an idea of what holdings in these two items are at present. In other woods production is increasing, but in the majority of instances there is a decrease compared with normal in total holdings. And, what is regarded by the trade as far more important, there is every indication that production will be extremely light during the fall and winter, and particularly during the winter and spring because of labor shortage and transportation difficulties.

Present easiness of prices promises, in the opinion of the majority of the larger purchasers here, to be a temporary condition. It is felt that, when consumers really appreciate the shortage of stocks and the unfavorable conditions for production ahead of the trade, there will be a return to active buying and to prices as high as, if not higher than, those prevailing until within the past fortnight.

< NASHVILLE >

The various hardwood mills and dealers in this part of the South report summer business holding up, prices firm, stock in demand as fast as in shipping condition and the car situation improved. Oak, quartered and plain, poplar, white and cedar are showing the main activity here. Dimension stock, bridge timbers and ties are receiving a good deal of attention and the box trade is active, both for wire bound boxes and packing boxes. Lumber for building in small local requests, due to war conditions, but at Hadley's Bend, the seat of the government powder plant, 3,000 houses have been built and as many more are to be built in the near future. The influx of population to Nashville proper is very great, estimated that it will easily amount to at least 50,000 people.

< LOUISVILLE >

There has been a slackening up in the demand for hardwoods during the past week or ten days, new orders from domestic consumers being a bit slow, although the mills have enough old orders on hand to keep them going for some time, and in many cases are glad to experience a let up in order to catch up on back orders. The government demand continues strong, and is taking care of a considerable production of thick oak, ash, poplar and some elm, hickory and other woods. Lumber and lumber is moving slowly, due to scarcity of cars in the South, and cars are steadily becoming harder to obtain, with the result that shipments are not what they should be at this season. Quartered oak is in fair demand only, with the principal oak demand being for thick plain oak. Some elm has been moved lately, the demand being for No. 2 C. & B. and better grades. Beech has shown more activity than for some time, the demand being principally for 3" log run. It is reported that this stock is being used for making wagon brake blocks. Sycamore has been a bit dull, and gum has been active only in the lower grades, although gum veneers have been in fair demand. Poplar is one of the most active woods on the market, FAR being very lively, while all low grades are being cleaned up. Walnut is in big demand for government use, with the market well stocked on low grades, dimension stock, etc., which isn't being taken by the government. Mahogany continues fairly active, both in veneers and good grades of lumber. As a whole the market is in good shape, with prices being well maintained, even by the small fellows, who have been short of labor and production, and haven't been able to get far enough ahead of the demand to cause much trouble.

< MILWAUKEE >

A good demand for hardwood lumber, both for war and ordinary purposes, is reported by manufacturers of the North. Business continues so active that the mills are obliged to keep running at maximum capacity in order to cope with requirements. The aircraft program is furnishing a relatively enormous demand for selected hardwood stock. The box trade is taking large quantities of raw material and manufacturers need much stock for crating and similar purposes. The furniture and musical instrument trade is still a good buyer.

The saturation of the woodworking industry of the East with war work, together with the larger and more urgent demands of the government, is gradually giving plants in this section of the country a broader opportunity to keep production at a reasonable level. Although numerous establishments have been granted war work contracts of considerable size, others have some capacity that is not being used to the full because of the slackening in some lines of domestic requirements. The impression in the woodworking trade is that there will be definite developments shortly, which will bring the resources of practically all shops into full play.

Advertisers' Directory

NORTHERN HARDWOODS.

American Lumber & Manufactur- ing Company	1
Atlantic Lumber Co., Buffalo	4
Harnaby, Charles H.	1
Hakleske, Perrin & Darling	1
Boyle, Inc., Clarence	54
Buffalo Hardwood Lumber Co.	1
Cobbs & Mitchell, Inc.	2
East Jordan Lumber Co.	54
Elias, G., & Bro.	4
Fathauer, Theo., Company	12
Hoffman Bros. Company	7-16
Jackson & Tindle	18
Jones Hardwood Co.	26
Kneeland-Bigelow Co., Theo.	1
Mason-Donaldson Lumber Co.	11
Mellvain, J., Gibson, & Co.	2
McLean, Hugh, Lumber Co.	4
Miller, Sturm & Miller	4
Mitchell Bros. Co.	2
Mowbray & Robinson Co.	7-16

Northwestern Coopera-ge & Lbr. Company	1
Palmer & Parker Co.	11
Stack Lumber Company	29
Standard Hardwood Lumber Co.	1
Stearns Salt & Lumber Co.	15
Stimson, J. W., & Co.	7-9
Sullivan, T., & Co.	1
Taylor & Crate	4
Togge Lumber Co.	18
Van Platen Lumber Company	54
Willson Bros Lumber Company	15
Wistar, Underhill & Nixon	1
Wood-Macne Company	5
Yeager Lumber Company, Inc.	1
Young, W. D., & Co.	3

OAK.

See Lists of Manufacturers on pages	6-7
Evans, G. H., Lumber Co.	16
Long-Bell Lumber Company	11
Mowbray & Robinson Company	7-16

POPLAR.

Anderson-Tully Company	2-10-55
Arlington Lumber Company	7-16

RED GUM.

Anderson-Tully Company	2-10-55
Baker-Matthews Lumber Co.	13
Bellerade Lumber Company	13
Bloss'cock oak Company	7-16
Bonner, J. H., & Sons	6-12
Brown, Geo. C., & Co.	12
Brown & Hackney, Inc.	12
Brown Land & Lumber Co.	11
Brown, W. P., & Sons Lbr. Co.	5
Farby, B. W., Hidw Lumber Company	10
Darnell, R. J., Inc.	11
Dowley, F. T., Lumber Co.	13
Ehemann, Geo. C., & Co.	11
Evans, G. H., Lumber Co.	16
Ferguson & Palmer Company	10

Goodfellow-Robertson Lumber Company	6-12
Kneeland-Bigelow Lumber Co.	1
Mason-Donaldson Lumber Co.	6-10
Miller Lumber Co.	7-16
Mitchell Lumber Company	11
Pepper Lumber Co.	7-16
Perkins, Fred A., McGowan	12
Stinson Lumber Company	50
Wells & Burgess, Inc.	12
Southern, F. Co.	12
Stack, Long, F., & Co.	10-13
Stimson, J. W.	7-56
Stinson, J. V., Hardwood Co.	11
Stinson-Venor & Lumber Co.	11
Thane Lumber Co.	11
Thompson, Katz Lumber Co.	10
Three States Lumber Company	7-56
Welsh Lumber Co.	7-12
Wheeler, J. W., & Co.	7-12

SOUTHERN HARDWOODS.

American Lumber & Mfr Co.	6-17
Anderson-Tully Company	2-10-55
Arlton Lumber Co.	1
Atlantic Lumber Co., Buffalo	4
Baker-Matthews Lumber Co.	12
Beaumont Lumber Company	16
Bellerade Lumber Company	12
Bloss'cock oak Company	7-16
Hakleske, Perrin & Darling	1
Bonner, J. H., & Sons	6-12
Boyle, Inc., Clarence	54
Brown, Geo. C., & Co.	12
Brown Land & Lumber Co.	11
Brown, W. P., & Sons Lbr. Co.	5
Brown & Hackney, Inc.	12
Buffalo Hardwood Lumber Co.	4
Crate, C. & Co.	6-18
Crosby-W. Gray Lumber Co.	12
Farby, B. W., Hidw Lumber Company	10
Darnell, R. J., Inc.	11
Davis, Edw. L., Lumber Co.	5
Dowley, F. T., Lumber Company	13
Dunley Lumber Company	11
Ehemann, Geo. C., & Co.	11
Elias, G., & Bro.	4
Evans, G. H., Lumber Co.	16
Fathauer, Theo., Company	12
Ferguson & Palmer Company	10
Galloway-Bease Company	6
Guyoso Lumber Company	12
Goodfellow-Robertson Lumber Company	6-12
Hoffman Brothers Company	7-16
How Lumber Company	1
Kneeland-Bigelow Lumber Co.	11
Kurz-Dowley Company	11
Louan, J. M., Lumber Co.	8
Long-Bell Lumber Company	11
Long-Knight Lumber Company	31
Mellvain, J. Gibson & Co.	2
McLean, Hugh, Lumber Co.	4
Memphis Bond Mill Company	6-10
Memphis Hardwood Flooring Co.	47
Miller, Sturm & Miller	4
Miller Lumber Co.	7-15
Mossman Lumber Company	11
Mowbray & Robinson Company	7-16

Northwestern Coopera-ge & Lbr. Company	1
Palmer & Parker Co.	11
Stack Lumber Company	29
Standard Hardwood Lumber Co.	1
Stearns Salt & Lumber Co.	15
Stimson, J. W., & Co.	7-9
Sullivan, T., & Co.	1
Taylor & Crate	4
Togge Lumber Co.	18
Van Platen Lumber Company	54
Willson Bros Lumber Company	15
Wistar, Underhill & Nixon	1
Wood-Macne Company	5
Yeager Lumber Company, Inc.	1
Young, W. D., & Co.	3

Welsh Lumber Co.	10
Wheeler, J. W., & Co.	7-12
Whitner, Wm., & Sons	15
Willett, W. R., Lumber Co.	5
Willson Bros Lumber Co.	15
Wisconsin Lumber Company	1
Wistar, Underhill & Nixon	1
Yeager Lumber Co., Inc.	1

LUMBER COMMISSION.

Mfred. B. Buckley	1
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VENEERS AND PANELS.

Alford-Venor & Seating Co.	54
Anderson-Tully Company	2-10-55
Birds Eye Venor Company	22
Dean-Spicer Company, The	1
Hoffman Bros. Company	7-16
Huddleston Marsh Mahogany Company	30
Long-Knight Lumber Co.	31
Louisville Veneer Mills	28
Monard, C. C., & Bro. Co.	5
Nickey Bros., Inc.	13-27
Northwestern Coopera-ge & Lbr. Company	1
Ohio Veneer Company	18
Palmer & Parker Co.	11
Pickett Walnut Company	29
Ruston, J. Company	54
Stark, James E., & Co.	10-13
St. Louis Basket & Box Co.	32
Stinson Veneer & Lumber Co.	11
Underwood Veneer Company	1
Wisconsin Veneer Company	22
Wood-Macne Company	5

MAHOGANY, WALNUT, ETC.

Davis, Edw. L., Lumber Co.	5
Hartzell, Geo. W., & Co.	7-16
Hoffman Brothers Company	7-16
Huddleston Marsh Mahogany Company	30
Long-Knight Lumber Co.	31
Monard, C. C., & Bro. Co.	5
Palmer & Parker Co.	11
Pickett Walnut Company	29

Palmer & Parker Co.	11
Robert J. Campbell	1

HARDWOOD FLOORING.

Bloss'cock oak Company	7-16
Cobbs & Mitchell, Inc.	2
Forner, William	1
Long-Bell Lumber Company	11
Mason-Donaldson Lumber Co.	6-10
Memphis Hardwood Flooring Co.	47
Mitchell Bros. Company	11
Northwestern Coopera-ge Lumber Company	1
Salt Lick Lumber Company	1
Stearns Salt & Lumber Co.	15
Wiles, T. Company, The	54
Young, W. D., & Co.	3

SAWS, KNIVES, ETC.

Atkins, E. C., & Co.	1
Hill-Curtis Co.	56

SAWMILL MACHINERY.

Hill-Curtis Co.	56
Stouck-Davis Co.	11
Souls Steam Food Works	1

Woolworking Machinery.	1
Mershon, W. B., & Co.	56

LOGGING MACHINERY.

Chickasaw Coopera-ge Company	1
Likerville Manufacturing Co.	11

Dry Kilns and Blowers.	1
Grand Rapids Veneer Works.	1
Philadelphia Textile Machinery Company	17

LUMBER INSURANCE.

Central Manufacturers' Mutual Insurance Company	1
Davis, A. J., & Co.	10
Indiana Lumbermen's Mutual Insurance Company	11
Lumber Mutual Fire Insurance Company	24
Pennsylvania Lumbermen's Mut- ual Fire Insurance Company	1

TIMBER ESTIMATORS.

Lauderburn, D. E.	56
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TIMBERLANDS

Lacey, James D., Timber Co.	11
Lauderburn, D. E.	56

MISCELLANEOUS.

Bridport Wood Finishing Co.	1
Buck, Frank R., Co.	1
Childs, S. D., & Co.	54
Linotype, The, Company	12
Lumbermen's Credit Assn.	18
Perkins Glue Company	1

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Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

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WANTED—AN EXPERIENCED

Sawmill stenographer and office assistant. Either sex. Must be good stenographer and ambitious. Give references and full information in first letter. In confidence. LENOX SAW MILL CO., Peoples Bldg., Pittsburgh, Pa.

WANTED—SALES MANAGER

By hardwood lumber manufacturers. One who has experience and ability required. Address "BOX 52," care HARDWOOD RECORD.

WANTED—GOOD SAWMILL MAN

Who will take contract for sawing of about 12,000,000 cottonwood by thousand feet. Must have money enough to put in mill. Will pay as lumber is cut by thousand. Address "BOX 55," care HARDWOOD RECORD.

WANTED—SUPERINTENDENT

for large Northern sawmill and yard operating continuously. Located in city of good size. Require experience and give references. Address "BOX 57," care HARDWOOD RECORD.

LOG BUYER WANTED

One thoroughly experienced in buying black walnut logs. Write fully, stating experience and salary expected. Address "BOX 56," care HARDWOOD RECORD.

WANTED—STENOGRAPHER

with lumber experience to be assistant to sales manager. State age, experience, former employer, salary to start on and how soon you can report for service. Address HOUSTON BROS., Vicksburg, Miss.

WANTED—A THOROUGHLY COMPETENT

and reliable mill superintendent. Must be capable of directing all phases of hardwood manufacture, and know how to handle colored labor. Good living conditions. Salary not so much an object if the applicant can deliver the goods. Also want a high class, experienced and hard forwarding. Men above draft age desired. State experience, size of family, salary expected and send bank and mill references in first reply. Address "BOX 58," care HARDWOOD RECORD.

WANTED—LOG BUYER

Indiana, Ohio, Kentucky, Illinois. Right proposal those to right parties. BATESVILLE LUMBER & VENEER CO., Lawrenceburg, Ind.

WANTED—EXPERIENCED

Hardwood Logging Superintendent for northeastern Kentucky, capable of taking full charge of woods and railroad. Must be level-headed and a good handler of labor. Will pay good salary to right man. Give experience and references in strict confidence. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

WANTED—RELIABLE FILER

and Sawyer. Six-foot band mountain mill, pine and hardwood. Permanent position. WRIGHT-BACHMAN LUMBER CO., Boston, N. C.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

WANTED—BLACK WALNUT LOGS

For Government Work.

Will inspect when loaded and pay cash.

THE STEELE-ALDERFER COMPANY,

Cuyahoga Falls, Ohio.

WANTED

Qualified White Oak Filchers—
 NATIONAL VENEER & LBR. CO.,
 Indianapolis, Ind.

LUMBER WANTED

Hard and soft wood Slabs and Edgings, 12", 16", 24", 30" and 48" for fuel wood. Also Charcoal. Write COVEY-DURHAM COAL CO., 431 S. Dearborn St., Chicago.

LUMBER WANTED FOR GOVERNMENT WORK

The almost daily Bulletins of the Lumbermen's Bureau, 509 Munsey Bldg., Washington, D. C., contain rush inquiries for all character of Hardwoods for government departments and government contractors with lists of new contractors, prices, etc. Write for free sample bulletins.

MANUFACTURERS TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.
 R. H. CATLIN CO.,
 Equitable Bldg., Wilmington, Del.

WE DESIRE PRICES ON

twenty (20) cars of 4 4 No. 3 common or good cut Hardwood (car door boards), rough or surfaced to 7", 5" and wider, 6, 7 and 8 ft. long. Prices to be f. o. b. Shamokin, Pa. and Scranton, Pa., net of freight. THE KULP LUMBER COMPANY, Shamokin, Pa.

CLEAR QTD. WHITE OAK

1 1/2 x 5 x 22" to 25"
 1 1/2 x 3 1/2 x 18" to 22"
 1 1/2 x 3 1/2 x 16" to 22"

Will consider offer on random widths.
 WISCONSIN CABINET & PANEL CO.,
 New London, Wis.

LUMBER FOR SALE

WE HAVE FOR SALE

Several cars 4 4 No. 3 Common and Better Red and White Oak. Will sell on grades at reasonable prices. Address "BOX 83," care HARDWOOD RECORD.

BIRCH LUMBER

When you are buying
BIRCH
 consult us. We have it

JONES HARDWOOD COMPANY
 10 High Street BOSTON, MASS.

FOR SALE—THE FOLLOWING

Kiln Dried Stock:
 25M ft. W. Va. High grade No. 2 Com. Oak.
 6M ft. No. 1 Common Sap Gum.
 4M ft. 1 and 2 Cottonwood.
 Also the following Air Dried Stock:
 16M ft. No. 1 Common Birch.
 10M ft. No. 1 Common Sap Gum.
 10M ft. 1 and 2 Cottonwood.
 10M ft. No. 1 and No. 2 Common Plain Oak.
 BUCHANAN CABINET CO., Buchanan, Mich.

FOR SALE—BASSWOOD

5 4 & 6 4 No. 2 common. Can dress and resaw it 40-ft. WALTER C. MANSFELD, Menominee, Mich.

PERSIMMON FOR SALE

About 100 cords of persimmon.
 WALTER KERK, Aurora, Ind.

TIMBER FOR SALE

VIRGIN TIMBER FOR SALE ON STUMP

Located in Southern Indiana. Large quantity of Beech and Maple, some Oak and Hickory, covering 400 acres. Bargain. Address:
 A. J. NOVOTNY, 58 W. Washington St.,
 Chicago, Ill.

TIMBER ESTIMATING

TIMBER ESTIMATING—LOGGING ENGINEERING

My reports cover every phase of timberland development. My cruisers and engineers are experienced in tropical timber as well as that of the U. S. and Canada.
 D. E. LAUFERBERG, Forest Engineer,
 158 Fifth Avenue, New York, N. Y.

DIMENSION STOCK WANTED

WANTED TO BUY

5 cars 2x2-30" Clear Oak Squares.
 5 cars 2x2-19" Clear Oak Squares.
 5 cars 1 1/2 x 1 1/2-19" Clear Oak Squares.
 10 cars 1 1/2 x 1 1/2-20 and 40" Clear Oak Squares.
 5 cars 1 1/2 x 2 1/4-5" clear Oak.
 5 cars 1 1/2 x 2 1/2-5" clear Oak.
 10 cars 1 1/2 x 2 and 2 1/4-40" clear Oak.

Write for orders to cut. We are always in the market.

THE PROBST LUMBER CO., Cincinnati, Ohio.

TIMBER LANDS FOR SALE

TEN TO TWO HUNDRED MILLION
 As desired. Hemlock and Hardwood. Northern Wisconsin. No Commission. Address LAND COMMISSIONER, Soo Line, Minneapolis, Minn.

FAS & NO. 1 C. 4 1/2" reg. width & lgth. 12-16". J. M. DARNELL, INC., Memphis, Tenn.
 NO. 1 C. & BTR., 4 1/2", reg. width & lgth. 8-12 mos. dry. PENROD & PALMER CO., Memphis, Tenn.

LOG RUN 4 1/2" KRATZNER CURED LUMBER CO., Memphis, Tenn.
 COM. & BTR., 4 1/2", ran. width & lgth. 8-12 mos. dry. slightly highly figured. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 3 1/2" 4 1/2" 5 1/2". NO. 1 C. 4 1/2" 8 1/2" 10 1/2". COM. & BTR., 4 1/2" 10 1/2". NICKIEY BROS., INC., Memphis, Tenn.

NO. 1 C. & BTR., 6 1/2". J. V. STIMSON, HARDWOOD CO., Helena, Ark.
 NO. 1 C. 6 1/2". FAS 8 1/2". UTLEY-HOLLOWAY CO., Chicago, Ill.

CHUGA—TUPELO

NO. 1 C. BOX BDS. 4 1/2", 12", 13-17", reg. lgth., 6 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

GUM—MISCELLANEOUS

BOX BDS. 4", 4 1/2", 11". J. V. STIMSON, HARDWOOD CO., Helena, Ark.

HACKBERRY

LOG RUN 4 1/2" 6 1/2". NICKIEY BROS., INC., Memphis, Tenn.

COM. & BTR., 4 1/2" THOMPSON-KATZ LUMBER CO., Memphis, Tenn.

HICKORY

PECAN 6 1/2" 8 1/2". BELLGRADE LUMBER CO., Memphis, Tenn.

LOG RUN 6 1/2" 10 1/2". NICKIEY BROS., INC., Memphis, Tenn.

LOCUST

LOG RUN 4 1/2" NICKIEY BROS., INC., Memphis, Tenn.

MAHOAGNY

FAS, NO. 1 C., SHORTS & WORMY, 1/2-16" plain & figured, Mexican & African. HUDDLESTON-MARSH MAHOAGNY CO., Chicago.

MAPLE—HARD

LOG RUN 4 1/2". BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 4 1/2" 5 1/2", reg. width & lgth., sap two sides, 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

LOG RUN 4 1/2" 6 1/2" 8 1/2" fairly dry. BIFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. 4 1/2" 5 1/2". THÉO. FATHAUER CO., Chicago, Ill.
 NO. 1 C. & BTR., 8 1/2" 10 1/2" 12 1/2" 14 1/2" 16 1/2". END OF LOGS, 4 1/2" 5 1/2" 6 1/2" 8 1/2" 10 1/2" 12 1/2" 14 1/2" 16 1/2". QTD., 6 1/2" 8 1/2" JACKSON & TINDLE, Grand Rapids, Mich.

QTD., 4 1/2" reg. width & lgth., 5 mos. dry. JONES HARDWOOD LUMBER CO., Boston, Mass.

LOG RUN 4 1/2" & thicker, can cut to suit buyer. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. & BTR., 6 1/2". NO. 2 C. & BTR., 8 1/2". 10 1/2" 12 1/2" MASON-DONALDSON LUMBER CO., Rhineclaire, Wis.

NO. 1 C. & BTR., 10 1/2" 14 1/2", reg. width & std. lgth., 12-18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

MAPLE—SOFT

NO. 2 C. & BTR., 6 1/2". MASON-DONALDSON LUMBER CO., Rhineclaire, Wis.

LOG RUN 12 1/2" reg. width & lgth., 3 mos. dry. PENROD, JURDEN & MCGOWEN, INC., Memphis, Tenn.

OAK—PLAIN RED

NO. 2 C. & BTR., 4 1/2" 6 1/2". BELLGRADE LUMBER CO., Memphis, Tenn.

FAS 10 1/2", 11" & up. 10" & up., 1 yr. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

FAS 4 1/2" 5 1/2", reg. width, 14-16", 8 mos. dry. NO. 1 C. 4 1/2", reg. width & lgth., 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

FAS & NO. 1 C. 4 1/2". COM. & BTR., 10 1/2" 14 1/2". MEMPHIS BAND MILL CO., Memphis, Tenn.

NO. 1 & 2 C., both 4 1/2". UTLEY-HOLLOWAY CO., Chicago, Ill.

NO. 1 C. 4 1/2". WISCONSIN LUMBER CO., Chicago, Ill.

NO. 1 C. 4 1/2" 5 1/2" 6 1/2" 8 1/2" 10 1/2" 12 1/2" 14 1/2" 16 1/2". J. V. STIMSON, Huntington, Ind.

NO. 1 C. & BTR., 4 1/2" 6 1/2", reg. width, std. lgth., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4 1/2". BLISS-COOK OAK CO., Blisville, Ark.
 NO. 1 C. & BTR., 4 1/2" 6 1/2". BELLGRADE LUMBER CO., Memphis, Tenn.

OAK—PLAIN WHITE

NO. 1 C. 4 1/2", reg. width & lgth., 1-2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 2 C. & BTR., 4 1/2" 6 1/2". BELLGRADE LUMBER CO., Memphis, Tenn.

LOG RUN 4 1/2" 6 1/2" 8 1/2" 10 1/2" 12 1/2" 14 1/2" 16 1/2". BIFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

LOG RUN 4 1/2" 6 1/2" 8 1/2" 10 1/2" 12 1/2" 14 1/2" 16 1/2". KRATZNER CURED LUMBER CO., Memphis, Tenn.

FAS 4 1/2", reg. width, 14-16", 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. & BTR., 5 1/2" 12 1/2", reg. width & lgth., 8-12 mos. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

NO. 1 C. 5 1/2". RUSSE & BURGESS, INC., Memphis, Tenn.

NO. 1 & 2 C., 6 1/2", reg. width & lgth., 4 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

LOG RUN 4 1/2" 6 1/2" 8 1/2" 10 1/2" 12 1/2" 14 1/2" 16 1/2". NICKIEY BROS., INC., Memphis, Tenn.

LOG RUN 4 1/2" 6 1/2" 8 1/2" 10 1/2" 12 1/2" 14 1/2" 16 1/2". NICKIEY BROS., INC., Memphis, Tenn.

OAK—QUARTERED WHITE

NO. 1 C. 4 1/2" & up. BLISS-COOK OAK CO., Blisville, Ark.

FAS 8 1/2" 12 1/2" 6" & up. 8" & up. 6 mos. dry. STRIPS 4 1/2" 2 1/2" 5 1/2", reg. lgth., 6 mos. dry. BCKG. BDS. 3 1/2" 5 1/2", reg. width & lgth., 6-12 mos. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

CLR. STRIPS 4 1/2" 4 1/2", reg. lgth.: NO. 1 C. 4 1/2" 6 1/2" 8 1/2" 10 1/2" 12 1/2" 14 1/2" 16 1/2". LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. 4 1/2". MEMPHIS BAND MILL CO., Memphis, Tenn.

COM. & BTR., 3 1/2" 5 1/2". NO. 1 C. 5 1/2" 6 1/2". NICKIEY BROS., INC., Memphis, Tenn.

OAK—MISCELLANEOUS

FAS Pl. R. & W., 5 1/2", reg. width & lgth., 12 mos. air-dried. NO. 1 C., NO. 2 C. & NO. 3 C. BTR., R. & W., 4 1/2" 6 1/2" 8 1/2" 10 1/2" 12 1/2" 14 1/2" 16 1/2". J. M. DARNELL, INC., Memphis, Tenn.

LOG RUN 4 1/2" 6 1/2" 8 1/2" 10 1/2" 12 1/2" 14 1/2" 16 1/2". NICKIEY BROS., INC., Memphis, Tenn.

NO. 1 C. & BTR., 10 1/2" 12 1/2", reg. width & lgth., 9 mos. dry. NO. 1 C. & BTR., 10 1/2" 12 1/2", reg. width & lgth., 5 mos. dry. NO. 1 C. & BTR., 12 1/2" 14 1/2", reg. width & lgth., 3 mos. dry. NO. 1 C. & BTR., 10 1/2" 12 1/2", reg. width & lgth., 1 mo. dry. FERGUSON & FALGOUT, Memphis, Tenn.

NO. 1 C. & BTR., Pl. R. & W., 10 1/2". J. V. STIMSON, HARDWOOD CO., Helena, Ark.

NO. 3 C. Pl. R. & W., 10 1/2" 12 1/2", reg. width & lgth., 6 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

POPLAR

NO. 1 C. 4 1/2" 7" & up. reg. lgth., 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

COM. & BTR., 5 1/2" 4 1/2", ran. width & lgth., 6-8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 4 1/2" 10-12", 14-16", 4 mos. dry. FAS 5 1/2" 6 1/2" 12" & up. 14-16", 4 mos. dry. FAS 5 1/2" 6 1/2" 10 1/2", reg. width, 14-16", 4 mos. dry. NO. 2 A 4 1/2", reg. width, 14-16", 4 mos. dry. NO. 2 S 4 1/2", reg. width, 14-16", 4 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

FAS 5 1/2" 6 1/2" 4 1/2", reg. width & lgth., 1 yr. dry. SAP & SEL, and 4 1/2" 6 1/2" 8 1/2" 10 1/2" 12 1/2" 14 1/2" 16 1/2". WOOD-MOSAIC CO., New Albany, Ind.

NO. 1 C. & BTR., 5 1/2" 8" & up. reg. width, std. lgth., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

WALNUT

NO. 2 C. 4 1/2", reg. width & lgth. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

FAS & NO. 1 C. 4 1/2", reg. width & lgth., 6 mos. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

NO. 1 C. & BTR., 5 1/2" 8 1/2", reg. width, std. lgth., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

NO. 2 C. 4 1/2", reg. width & lgth. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

COM. & BTR., 4 1/2", ran. width & lgth., 6-8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FLOORING—MAPLE

NO. 1, 1 1/2", 3/4", 5/8", 3/4", 1/2", 3/8", 1/4", 3/16", 1/8", 1/16". T. WILCO CO., Chicago, Ill.

FLOORING—OAK

CLR. FACE, QTD., white, 1/2", 3/4", G. H. EVANS LUMBER CO., Chattanooga, Tenn.
 SEL. RED 3/4", 5/8", 3/4", 1/2", T. WILCO CO., Chicago, Ill.

VENEER—FACE

GUM—RED

QTD., FIG'D., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZE, 1/4" 5/16" 3/8", good 18 and 28. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

MAHOAGNY

ANY thickness. THE DEAN-SPICKER CO., Chicago, Ill.

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, any size. PENROD, JURDEN & MCGOWEN, Memphis, Tenn.

OAK—PLAIN

SWD, 1/20-1/4". HOFFMAN BROS. CO., Ft. Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

SWD, 1/20-1/4". HOFFMAN BROS. CO., Ft. Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SWD, white, any thickness. NICKIEY BROTHERS, INC., Memphis, Tenn.

POPLAR

CLEAR 1/8", 12 to 18", 1 1/2", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

ANY thickness, any size, rotary, QTD., cut or sliced. PENROD WALNUT & VENEER CO., Kansas City, Mo.

WALNUT

ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

1/20-1/4". HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTTY., CUT, CHICAGO, Ill.

ANYTHING in walnut, veneers, pl. & fig. rty. and sliced. PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

BIRCH

STOCK SIZE, 1/4" 5/16" 3/8", good 18 and 28. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

GUM

QTD., FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOAGNY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

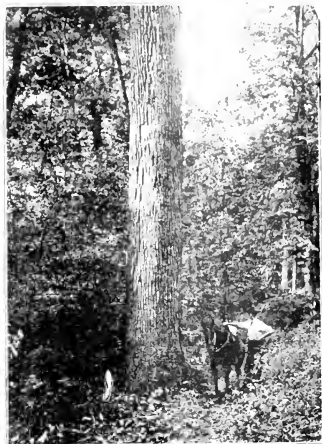
STOCK SIZE, 1/4" 5/16" 3/8", good 18 and 28. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD., 1/4" 5/16" 3/8", stock sizes, good 18 and 28. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.



AMERICAN FOREST TREES

"Written in the Lumberman's Language"

- ☞ It tells all there is to know about every commercial tree in the United States, and
- ☞ You can rely absolutely upon its technical correctness in every detail.
- ☞ We have left a few hundred copies of this beautifully bound edition after a very satisfactory sale and
- ☞ Can make quick shipment on ten days' trial upon receipt of your order.

Price, prepaid, six dollars.

HARDWOOD RECORD

537 South Dearborn St.

Chicago, Illinois

NORTHERN MANUFACTURERS

J. RAYNER CO.
INCORPORATED

VENEERED PANELS

ALL WOODS

SEND FOR STOCK LIST

MAHOGANY LUMBER

DARROLL AVE. AND SHELTON ST.
CHICAGO

A floor to adore



For thirty three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company

22nd and Throop Sts., CHICAGO, ILL.

Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

BAND SAW MILLS

Wildsville, La.—Varnado, La.—Meridian, Miss.

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Incorporated

Manufacturers and Wholesalers

Southern Hardwoods

and Yellow Pine

1205 LUMBER EXCHANGE BLDG.
CHICAGO

Utley-Holloway
Company

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COTTONWOOD

ELM GUM

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General Offices: 111 W. Washington St.
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are frequent except where our

Two Piece

Geometrical

Carter Coin

is in use, then

imitations isn't

possible.

Sample if you

wish for it.

S. D. CHILDS

& Co.

CHICAGO

We also make Tim

Checks, Stenols and

Log Hammers.



VON PLATEN LUMBER CO.

IRON MOUNTAIN

MICHIGAN

Manufacturers of
NORTHERN HARDWOODS

75 M ft. of 4/4 No. 1 Com. & Btr. Birch

150 M ft. of 4/4 No. 1 & 2 Com. Birch

100 M ft. of 5/4 No. 1 & 2 Com. Birch

75 M ft. of 5/4 No. 1 Com. & Btr. Birch

100 M ft. of 6/4 No. 1 Com. & Btr. Birch

100 M ft. of 8/4 No. 2 Com. & Btr. Birch

60 M ft. of 10/4 No. 1 Com. & Btr. Birch

Northwestern
Cooperage and Lumber Co.

GLADSTONE, MICHIGAN

Western Office: Mills at Gladstone and
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Chicago Office: 812 Monadnock Block

Manufacturers of the following

"PEERLESS" STANDARD BRAND PRODUCTS
Hardwood Flooring, Staves, Hoops, Heading
and Veneers, Hemlock Lumber, Lath, Shingles,
Posts, Poles and Ties, and Hemlock Tan Bark

EXPERIENCE

EXPERIENCE in business means the learning of your customers' peculiar wants and finding ways to fill those wants correctly at a reasonable profit.

A reasonable profit is the life blood of industry. You could not long afford to buy from a concern which was losing money on your business. Rather, it is just good sense to buy from a company whose success proves that it has treated its customers right.

Success, based on experience, has moulded the reputation of this company through its twenty-nine years of development in the South. The same principals who started the organization are still its operating heads.

The "why" of their success will appear herein in future issues. It is



The Directing Hand
of Successful
Business

a "why" which links inseparably with your own progress, through your most important raw material—wood.

Watch this space and see the story build up.



ANDERSON-TULLY CO.

MEMPHIS

TENNESSEE

THE HOUSE OF THE GOLDEN RULE STANDARD

STIMSON'S MILLS

Four organizations with the single purpose of meeting the wants of the most scrupulous buyer of all domestic hardwoods—

Indiana & Southern Hardwood Lumber and Rotary Veneer

J. V. STIMSON, Huntingburg, Indiana
STIMSON VENEER & LUMBER CO.
Memphis, Tennessee

J. V. STIMSON HARDWOOD CO.
Memphis, Tennessee, & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of
SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following Is a List of a Few of the Items We
Now Have in Stock:

Dry, Ready for Prompt Shipment

COTTONWOOD		OAK	
4 Cars 1" Boxboards, 12" to 17"		5 Cars 1" FAS. Red	
3 Cars 1" Boxboards, 8" to 12"		2 Cars 1" FAS. White	
4 Cars 1" FAS., 6" to 12"		2 Cars 1 1/2" No. 1 C. & Btr. Red	
5 Cars 1" No. 1 Common		2 Cars 1" No. 1 Com. Red	
5 Cars 1 1/2" No. 1 Common		2 Cars 1" No. 1 Com. White	
4 Cars 1" No. 2 Common		5 Cars 1" No. 2 C. Red & White	
2 Cars 1 1/2" No. 2 Common		2 Cars 2 1/2" No. 1 Com. & Btr.	
3 Cars 2" FAS.		Plain Red Oak	
		2 Cars 3" No. 1 Com. & Btr.	
		Plain White Oak	
		5 Cars 2" Log Run Elm	
		5 Cars 1" Log Run Elm	
		3 Cars 1 1/2" Log Run Elm	
		4 Cars 1 1/2" Log Run Elm	
		3 Cars 2" Log Run Maple	
		2 Cars 3 1/4" Log Run Maple	
		2 Cars 6 1/4" Log Run Maple	
		2 Cars 5 1/4" Log Run Maple	
		3 Cars 1" No. 1 Com. & Btr.	
		Sycamore	
		5 Cars 1" No. 2 & No. 3 Com.	
		Sycamore	
		2 Cars 2" Select & Better Cypress	

GUM

6 Cars 1" FAS. Sap
3 Cars 1 1/2" FAS. Sap
3 Cars 1 1/2" FAS. Sap
6 Cars 1" No. 1 Common
5 Cars 1" No. 2 Common
2 Cars 1 1/2" FAS. Red
2 Cars 1 1/2" FAS. Red
1 Car 1 1/2" No. 1 Common
3 Cars 2" FAS. Qtd. Red
2 Cars 2" No. 1 Com. Qtd. Red

Our stock is manufactured from a nice class of timber and therefore runs to nice grade and extra good widths and lengths.

We solicit your request for delivered prices

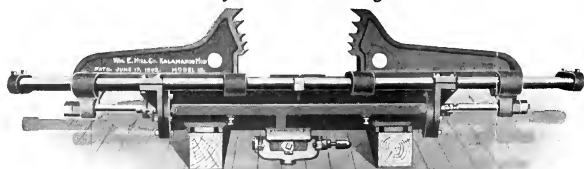
MERSHON

BAND RESAWS AND BAND RIPSaws ONLY

Preference given to machines needed to
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WM. B. MERSHON & COMPANY, Saginaw, Michigan

Style "E" Steam Dog



Speed up the production
of your cross-cut
saw by using a Steam
Dog. Several types made.

SEND FOR
HILL AND CURTIS
CATALOGUES

HILL-CURTIS COMPANY SAW MILL AND ALLIED MACHINERY
Kalamazoo Michigan

Successor to Wm. E. Hill Co. and saw mill machinery business of Curtis Saw and Mill Machinery Co.

Hardwood Record

Semi-Monthly
Twenty-Second Year

537 SOUTH DEARBORN STREET

CHICAGO, SEPTEMBER 10, 1918

Subscription \$2.
Vol. XLV, No. 10.

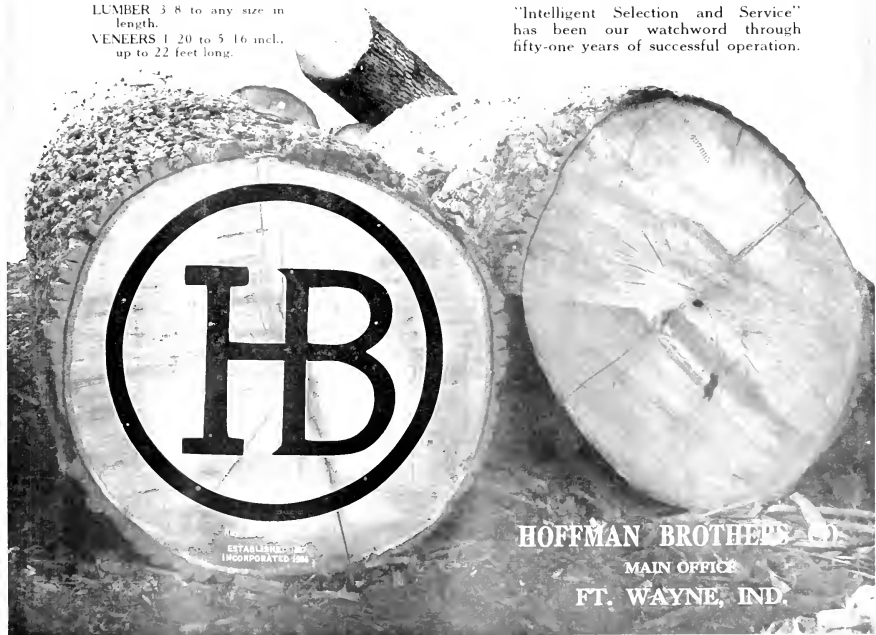
We Have an Ample Supply of Splendid Northern Grown Hardwood Timber

If we did not definitely control many years' supply of northern grown virgin hardwood timber, we would not have doubled our output by the purchase of two modern, going mills as announced a month ago. For today, just as always, we are cutting nothing but the virgin product of Indiana, Ohio and Michigan forests, a product conceded and proven superior to that grown in any other region. Our logs are just as fine today as those of fifty years ago, and we sell nothing that we do not make ourselves. In our years of growth, we have learned many ways to materially improve the quality of the product we offer.

LUMBER 3 8 to any size in
length.

VENEERS 1 20 to 5 16 incl.
up to 22 feet long.

"Intelligent Selection and Service"
has been our watchword through
fifty-one years of successful operation.



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MAIN OFFICE

FT. WAYNE, IND.

ESTABLISHED 1798

J. Gibson McIlvain & Co.

LUMBER
Hardwoods A Specialty

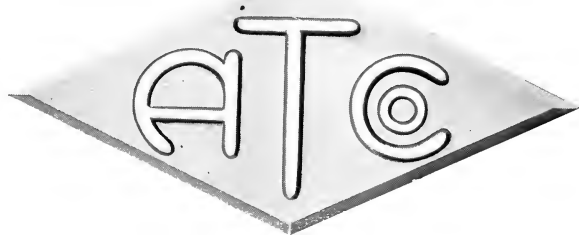
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THIS MARK MEANS

Quality—**GOLDEN RULE**—Service



THE ANDERSON-TULLY COMPANY
MEMPHIS, TENNESSEE

Southern Hardwood Manufacturers

70,000,000 feet a year

Michigan Hardwoods

Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

300,000' No. 2 Com. & Btr., 4/4"	50,000' No. 2 OAK Com. & Btr., 4/4"
75,000' No. 2 Com. & Btr., 5/4"	50,000' MAPLE
500,000' No. 2 Com. & Btr., 4/4"	50,000' Insk & Studs, 4/4" to 16/4"
50,000' No. 1 Com. & Btr., 10/4"	14,000' WHITE MAPLE
15,000' No. 1 Com. & Btr., 12/4"	100,000' Insk & Studs, 4/4", end dried
200,000' No. 2 Com. & Btr., 4/4"	HEMLOCK
17,000' No. 2 Com. & Btr., 4/4"	ASH
	125,000' Merchantable 4/4"
	15,000' No. 2 Com. & Btr., 4/4"

Write for Prices

W. D. Young & Co.

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WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

39 M ft. 1 1/2	16 x 2" No. 1 Maple Flooring
32 M ft. 1 1/2	16 x 2" Clear Maple Flooring
90 M ft. 1 1/2	16 x 4" Prime Maple Flooring
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150 M ft. 5	4 No. 3 Common Basswood
50 M ft. 8	4 No. 2 Common & Better Beech
100 M ft. 5	4 No. 3 Common Beech
200 M ft. 6	4 No. 2 Common & Better Elm
100 M ft. 8	4 No. 2 Common & Better Elm
65 M ft. 10	4 No. 1 Common & Better Elm
75 M ft. 12	4 No. 1 Common & Better Elm
100 M ft. 6	4 No. 3 Common Elm
40 M ft. 8	4 No. 3 Common Elm
100 M ft. 12	4 No. 3 Maple
25 M ft. 4	4 No. 3 Com. & Better Red and White Oak
10 M ft. 8	4 No. 1 Common & Better White Oak
5 M ft. 10	4 No. 1 Common & Better White Oak

The Kneeland-Bigelow Company

Manufacturers of Hardwood Lumber
Bay City Michigan

BUFFALO

The Foremost Hardwood Market of the East

Taylor & Crate

HARDWOODS OF ALL KINDS

A stock of 15,000,000 to 20,000,000
feet of hardwoods carried at all
times at our two big Buffalo Yards

Established 50 Years Rail or Cargo Shipments

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*Hardwoods
of All Kinds* 1142 Seneca St.

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HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring

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Hugh McLean Lumber Co.

OUR SPECIALTY:

QUARTERED WHITE OAK

940 Elk Street

Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods

including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Gum, Hickory, Maple, Plane & Quartered Oak, Poplar & Walnut.

1100 Seneca Street

BUFFALO HARDWOOD LUMBER CO.

SPECIAL FOR SALE

2" to 4".....No. 1 Common and Better Elm
2", 2½", 3" and 4".....No. 1 Common and Better White Ash
2½" and 3".....No. 1 Common and Better Plain Oak

Hardwoods & Red Cedar

Plain and Qtrd. Oak has been our hobby for years

Yeager Lumber Company

INCORPORATED

EVERYTHING IN HARDWOODS

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OAK, ASH AND CHESTNUT

1075 Clinton Street

T. SULLIVAN & CO.

Hardwoods

Ash and Elm

NIAGARA—CORNER ARTHUR

Atlantic Lumber Company

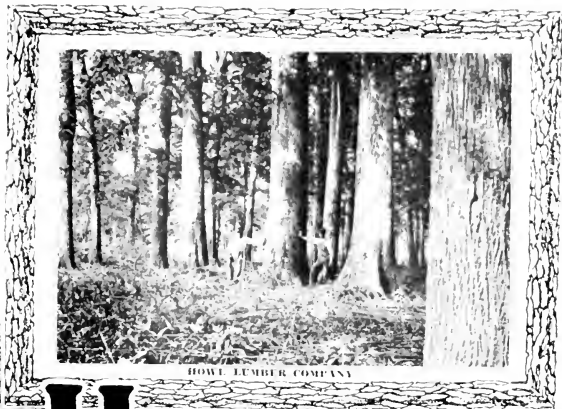
HARDWOODS

WEST VIRGINIA SOFT RED AND WHITE OAK

Our Specialty: West Virginia and Pennsylvania Cherry

1055 Seneca Street

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.



HELENA

ARKANSAS

Integrity Quality Service Efficiency

It is these vital sparks of industry that are keeping the lights burning and the wheels humming at Helena. It was the steadfast adherence to these principles that has made Helena the greatest producing center of Hardwoods and Hardwood Veneers west of the Mississippi river.

The satisfaction of profitable trade binds our customers to us. From all Hardwood consumers who appreciate a product in which these qualities are inherent, we respectfully solicit correspondence.

THE Howe Lumber Company of Helena, with operations at Wabash, Ark., owns some 8,000 acres of timber similar to that illustrated above. The mill turns out 30 to 35 thousand feet a day of mixed hardwoods, running about 50 per cent oak, the balance gum, ash and elm. The company also manufactures veneer litches.

The timber is logged by the Howe Lumber Company with its own equipment and trackage, ten miles of rail line being maintained.

The company's plant and timber are located in Phillips county, where there is piled a stock of about 5 million feet. The output is sold through the Howe-Nealy Company of Helena.

The present mill was built in 1907 by two sons of S. E. Howe, founder of the company, there being three of the sons involved in the Howe operation.

W. D. Howe is secretary of the company, O. D. Howe is treasurer and John Howe is president. W. D. Howe is also general manager, while O. D. Howe is manager of the plant.

A. M. Richardson Lumber Co.
Chicago Mill & Lumber Co.
Theo. Fathauer Co.
Penrod, Jurden & McCowen

J. V. Stimson Hardwood Co.
Kurz-Downey Co.
Galloway-Pease Co.
Rex Hoop Co.

Howe Lumber Co.
Archer Lumber Co.
Van Briggles Veneer Co.

A—Manufacturer at Implement Stock.
B—Manufacturer of Car Material.
C—Manufacturer of Factory Dimensions.

"USE OAK"

* Has Individual Display Ad on Page Designated.

(See page)

Long-Bell Lumber Company

Band Saw Operators in Southern Hardwoods

Kansas City, Missouri

A, B, C—15 years' supply assured by 32,000 acres Virginia St. Francis Basin Timber, largely Oak.

Techudy Lumber Company, Manufacturer, Kansas City, MISSOURI

The hardest oak lacks much of being as hard as lignum vitae; the strongest is weaker than locust; the heaviest is lighter than mangrove; but in average of good qualities it would be hard to find a wood superior to oak.

(See page 10)
We have a stock of 4/4 No. 1 Com. Plain White Oak; 4/4 F&S Quartered White Oak.

GALLOWAY-PEASE COMPANY, Manufacturer, Poplar Bluff, MISSOURI

The scarcest of all the oaks of the United States are believed to be Bartram oak and the Price oak. All known specimens of these two trees could stand on a single acre and still leave considerable ground unoccupied.

(See page 10)
We carry a complete stock of plain and quartered Red and White Oak in all specifications. Our facilities for prompt shipment are second to none. SILKSTON, BAKER-MATTHEWS LBR CO., MISSOURI Manufacturer, Memphis, Tenn.

Why do your children like oak best? For the same reason that you did—they know it is not so easily scratched or marred. Think it over.

C—Special
1 car 4/4x12" Qld. Red Oak Best Stock
1 car 4/4x12" Qld. White Oak Best Stock
1 car 4/4x12" w/rl. Plain Oak
ARKLA LBR. & MFG. CO., MISSOURI
St. Louis.

A, B & C—Triple Band
The Meadow River Lumber Company
Rainelle, W. Va.
Manufacturer High-Grade Hardwoods

There are eight evergreen oaks in the United States more than half of which are confined to the region, west of the Rocky Mountains.

Several oaks in different parts of the United States are known locally as "rock oak," but that is not the proper name of any.

(See page 10)

J. H. Bonner & Sons

Manufacturers Band Saw Hardwood Lumber
Memphis, Tenn. Mill: Jonquill, Ark.

The pin oak is not so named because it is famous for pins or tree nails, but because its limbs and branches have little swell or enlargement at their bases, and look like pins driven into the bole or into the larger limbs.

A, B & C—Carr Lumber Company, Inc.
Billers, Hardwood
Pisgah Forest, N. C.
Manufacturer

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak.

100,000 ft. 1" Is & 2x Qld. White Oak
50,000 ft. 1" No. 1 Com. Qld. White Oak, 8" & wdr.
JOHN B. RANSOM & CO.,
Manufacturer, Nashville, TENNESSEE
Everything in lumber

The "Conestoga wagon," famous a century ago, and sometimes called "prairie schooners," were made wholly of oak and iron, and were good for a quarter of a century of hard usage. They were made at Conestoga, Pa.

A, B & C—Chas. F. Luehrmann Hardwood Lbr. Co.
Manufacturers and Wholesale Lumber Dealers
St. Louis, Missouri

Alton Lumber Company

Manufacturers
FOR GOVERNMENT USE—BEST QUALITY
WHITE OAK

Buckhannon West Virginia
Oak forests of fully matured trees, bearing perfect acorns, occur in Northern Oklahoma and Southern Kansas, and the tallest of the trees little exceed two feet in height.

Goodlander-Robertson Lumber Co.
Manufacturer of Hardwoods
Memphis, Tennessee

Watch the present market for oak—it's getting stronger every day. Time to stock up!

It would not make much difference so far as the song is concerned, but it would satisfy some people's curiosity if the matter could be settled whether the "Old Oaken Bucket" was made of white oak or of red oak.

We have for full shipment large stock of 10/4 and 12/4 C. & B. Oak; other dimensions from 4/4 to 8/4 in all grades.

FARRIS HARDWOOD LUMBER CO.

Manufacturer, Nashville, TENNESSEE

The oldest piece of oak shaped by human hands is believed to be an oak canoe discovered a few years ago buried in mud at the bottom of a river in England, and believed to be 3,000 years old.

For 25 years we have made oak and still specialize in this, the best of American hardwoods. Our prices, grades and service are worth considering.

LOVE, BOYD & CO.,
Manufacturer, Nashville, TENNESSEE

No other wood of the United States is as suitable for quarter sawing as white oak. Some of the best specimens rarely well up to white oak in that respect, but as a general proposition they fall considerably below it.

For anything in OAK write these representative firms

(See page 10)

QUARTERED OAK OUR SPECIALTY

Memphis Bell Company

Manufacturers, Memphis, TENNESSEE
Practically all the oak cut in Europe, west of Russia and the Balkans, belongs to a single species, though the qualities of the wood from various regions greatly and in different degrees.

It was once a favorite belief in folk lore that an oak tree grows during three hundred years and dies during the next two hundred.

Machine manufactured oak flooring is a modern invention, but hand-dressed oak has been used for floors since ancient times. Doubt is cast on the wisdom of its common because he did not use oak instead of cedar in his temple.

(See page 10)

C. Crane & Co.

Hardwood Lumber

Band Mills at Cincinnati, O.

Botanists who are looked upon as authority in such matters, have asserted that the bark of oak is Northern red oak from quercus rubra to quercus borealis.

Manufacturers of Plain and Quartered Oak

also Oak Timbers and Bridge Plank

SABINE TRAM COMPANY, TEXAS

BEAUMONT

The largest oaks of the United States are found in California, where they are known as valley oak. Trunks may be from six to ten feet in diameter.

(See page 10)
Nice stock of dry 4/4, 5/4 & 6/4 Plain Red and White Oak on hand at Burdette, Ark. for prompt shipment.

THREE STATES LUMBER CO., TENNESSEE
Manufacturer, Memphis

The golden oak which grows in California, is not so named because of the color of its wood, but on account of the yellow fuzz on the under side of its leaf.

B & C—Manufacturers of Hardwood From Fine West Virginia
WARN LUMBER CORPORATION
Ragswood, W. Va.

White oaks ripen their acorns in a single season, while those of red oaks hang on the trees and grow during two summers. They are usually quite small at the close of the first growing season.

Yellow Poplar Lumber Company
Coal Grove, Ohio
Manufacturer

Oak makes the heaviest of bridge timbers or the finest of period furniture. Is there any other wood so versatile?

The color of the artistic English wood known as brown oak is said to be due to incipient decay which has spread through the texture of the wood.

There are no new problems to overcome in curing & caring for Oak lumber. It has been too long used.

A & B—If you want Sound, Soft Textured White & Red Oak, both in Plain and Quartered, write
DUHMEIER BROTHERS & CO., OHIO
Manufacturers, Cincinnati

Were all the Oak timber to be destroyed over night the effect on business in general would be chaotic.

The Band Mill, Planing Mill and Dry Kiln

of the

Williams Lumber Company

is located at

Fayetteville, Tennessee

Why has Oak always led in offerings at the furniture show? Ask anyone who sells furniture.

All lumber piled in same lengths and similarly loaded in cars.
CLAY LUMBER COMPANY, W. VA.
Manufacturer, Middle Fork.

A & C—Manufacturers of Hardwood Lumber, also Millwork, Finish Trim and Oak Flooring
WEST VIRGINIA TIMBER CO., W. VA.
Charleston

A—150,000 ft. 4/4 No. 2 Com. Plain Oak
Specialists in Bone Dry, Good Widths & Lengths—
BARR-HOLDAY LUMBER CO., OHIO
Manufacturer, Greenfield.

Clothes don't make the man, nor does finish make the furniture—but it helps. See the latest.

We are cutting off 20,000 acres of the finest Oak in West Virginia. For the very best, write
AMERICAN COLUMN & LUMBER CO.,
Manufacturer, St. Albans, W. VA.

There is a species for every need—a grain and figure for every taste. Are you familiar with them all?

Babcock Lumber Company

Pittsburgh, Pa.

Annual Capacity, 150,000,000 Feet

Manufacturer

Do you know of any other wood that pleases in so many ways and in so many garbs as does Oak?

Pardee & Curtin Lumber Company
Sales Office—Clarkson, W. Va.
Band Mills—Curtin, Coal Sid-
ing and Honins Falls, W. VA.

Good eating and good Oak go well together. They make an especially logical combination in these days of high prices.

Specialties
Quarter-sawed White Oak, Plain, Red and White Oak
C. RITTER LUMBER COMPANY,
ROCKCASTLE LUMBER COMPANY,
Manufacturers, Washington, W. Va.

(See page 10)

Kentucky Soft Texture White Oak, Red Oak and other fine woods, such as the famous White Oak Timbers, 10x12 ft.
AMERICAN LBR. & MFG. CO., Pittsburgh,
Manufacturer and Wholesale Dealer PENNSYLVANIA

Oak was spoken of with affection in the Scriptures and was held in esteem by our children's children generations hence.

"USE OAK"

* Has Individual Display Ad on Page Designated.

- A—Manufacturer of Implement Stock.
- B—Manufacturer of Car Material.
- C—Manufacturer of Factory Dimensions.

Oak lumber in commercial quantities is produced by forty states, and more than 15,000 mills cut it. The number of oak mills in North Carolina exceeds the number in any other state.

Did you ever rest your eyes on a soft-toned Oak wainscoting? Try it and then tell your customers about it.

Finis Veneers and Hardwood Lumber
Wood-Mosaic Company, Inc.
 New Albany, Ind.
 Manufacturer

Veneers and Hardwood Lumber
Hoffman Brothers Company
 Manufacturer Fl. Wayne, Ind.

Oak is just as ornamental today as it was useful five centuries ago—just as useful today as it was ornamental then.

Manufacturers of Hardwood Lumber and Flooring
The Mowbray & Robinson Company
 Cincinnati, Ohio

Write for List and Prices
North Vernon Lumber Company
 Manufacturer North Vernon, INDIANA

Everyone KNOWS what OAK is; that is why it is so easy to sell Oak goods.

There will always be a market for all the Oak our sawmills have any right to cut.

There are eight evergreen oaks in the United States, more than half of which are confined to the region west of the Rocky Mountains. Not one of them possesses much value as a source of lumber.

Charles H. Barnaby
 Manufacturers of Band Saw Hardwood Lumber and Veneers
 Greencastle, Ind.

No one should fancy that the "peach oak" bears peaches. It was given that name because its leaves are shaped like those of a peach tree. It is likewise called willow oak, because the foliage resembles that of willow.

We have to offer at present 1 car 4 1/2 FAS Quartered White Oak, 1 car 4 1/2 No. 1 C & 1/2 Quartered Red Oak.
SWAIN-ROACH LUMBER CO.
 Manufacturer Seymour, INDIANA

J. V. Stimson
 Manufacturer and Wholesaler Hardwood Lumber
 Huntington, Indiana

The oldest oak tree still standing (if tradition is true) is known as Abraham's oak, near Jerusalem. If the patriarch Abraham ever camped in its shade, as the story goes, the "cent" must have occurred 4,000 years ago.

No wood is more susceptible to the fuming process than oak, and both red and white oak are suitable for this process.

Miller Lumber Company
 Manufacturer and Dealer in All Kinds of Hardwood Lumber
 Marianna, Arkansas

For anything in OAK write these representative firms

B & C
 Manufacturers Band Sawn Plain and Quartered, Oak and other Hardwood Lumber
Sabine River Lumber & Logging Co., Inc.
 San Antonio, Texas

5 cars 4 1/2 White Oak FAS & No. 1 C, 10 cars 5 1/2 Plain Red Oak FAS & No. 1 C.
WILLIAMSON-KUNY HILL & LUMBER CO.
 Manufacturer, Mount City, ILLINOIS

The laurel oak is more abundant in Florida than in any other part of the United States, but it is not abundant anywhere. Few logs reach sawmills.

Special—548,000 ft. 4 1/2 FAS Plain White & Red Oak
LAMB-FISH LUMBER CO.
 Manufacturer, Charleston, MISSISSIPPI

Paepeck Leicht Lumber Company
 SOUTHERN HARDWOODS
 General Offices, Conway Building, Chicago
 Manufacturer

West Virginia leads all other states in the production of oak lumber, and Tennessee stands second on the list. These two states furnish one-third of all the oak lumber sawed in the United States.

Bedna Young Lumber Company
 Manufacturers Band Sawn Hardwood Lumber
 Sales Office: Greensburg, Ind. Jackson, Tenn.
 Please let us have your inquiries.

We Manufacture Hardwood Lumber
C. & W. Kramer Company
 Richmond, Indiana

The oak tree under which John Wesley preached his first sermon in America still stands in Georgia and is an object of great interest to tourists. It is the common southern live oak.

We specialize in White and Red Oak and in Quartered Red Oak for mill and milleries.
ALEXANDER BROTHERS, Manufacturers, Detroit, MISSISSIPPI

Factories in the United States use approximately two billion feet of oak yearly, which is about 45 per cent of the total sawmill production of this wood.

Yellow oak is the best named of all the oaks. The inner bark is yellow and was a reliable dye material in pre-war times, and it might be worth while to investigate it now. In these days of scarcity in the dye market, all these cuts from our Virgin Timber on modern band mills.
THISTLETHWAITE LUMBER COMPANY.
 Washington, LOUISIANA

Tallahatchie Lumber Company
 Manufacturers of Band Sawn Hardwoods
 Phlipp, Mississippi

Peats have written of oaks a thousand years old, but there does not seem to be an authentic record of an age of more than 700 years for an oak, based on a count of the annual growth rings.

So far as known, the earliest oak in this country occurs only in Montgomery County, Cal., and all the known trees could stand on an acre lot with enough open space for driving wagons anywhere. It is the live oak.

ARLINGTON LUMBER COMPANY
 Manufacturers of Band Sawn Hardwood Lumber
 Mills: Arlington, Ky., and Park, KENTUCKY
 Place, Ark. Write Arlington

The Germans use some oak in their airplanes, but it is too heavy and brittle to give much service in that place.

6,000,000 feet of Oak Always on Hand in 1 to 2" Stock
HISS-COOK OAK COMPANY, ARKANSAS
 Manufacturer

The turkey oak in the South received that name at an early period because its acorns were small and were easily eaten by wild turkeys.

All stock graded up to quality—knocked down to price.
UTLEY-HOLLOWAY LUMBER COMPANY
 Manufacturer Conway Building, Chicago, ILLINOIS

W. P. Brown & Sons Lumber Co.
 9 Band Mills manufacturing hardwoods
 Louisville, Ky.

Band Sawn Steam Dried, Arkansas Hardwoods
Hyde Lumber Company
 Wesson, Arkansas

When artists of the Middle Ages chose a wood for high class carvings, such as cathedral ornaments and altarpieces, they almost invariably selected oak.

Salt Lick Lumber Company
 Hardwood Manufacturer
 Salt Lick, Kentucky

J. W. Wheeler & Co.
 Manufacturers Band Sawn Hardwood Lumber and Quartered Oak, Ash and Gum
 Memphis, Tennessee

Manufacturers of staves for barrels intended to contain alcoholic liquors prefer white oak to red for the reason that the wood of the former permits less seepage than red oak.

Our Lumber is Well Seasoned and Well Taken care of. Write us for prices on anything in hardwoods.
THE FERGUSON LUMBER COMPANY,
 Alexandria, LOUISIANA

It is a matter of interest that very little Japanese oak reaching this country or Europe comes from Japan. Most of it is from the forests of continental Asia, some being cut as far north as Siberia, and other comes from Korea.

The value of oak crates in the tracks of railroads has long been understood by engineers. They give the best service because the wood is hard and wears well and holds spikes well and resists decay.

Specials
 100,000 ft. 5/4 FAS Plain Red Oak
 200,000 ft. 4/4 No. 1 Com. Plain Red Oak
 300,000 ft. 4/4 No. 1 Com. Plain Red Oak
Umat Lumber Company, Ltd.
 Manufacturer Alexandria, LOUISIANA

The United States government began its forest policy more than a hundred years ago by purchasing tracts of live oak timber in the Southern states to guard against scarcity of material for ships.

Band Sawn, Equipped, Forked Leaf White Oak
 Thin Oak and Ash Specialties
MANSFIELD HARDWOOD LUMBER CO.
 Manufacturer SHEVEPORT, LA.

It has been found out that the famous "Charter Oak," which stood near Hartford, Conn., and which figured so prominently in the early history of New England, was white oak.

A notion prevails that formerly ships were almost exclusively of oak. That was never true of American ships, which generally contained more pine than oak.

The cow oak is one of the most valuable hardwoods of the South, and belongs to the white oak group. Its acorns are large, thin shelled, and sweet, and cattle like to eat them.

B & C—High Grade Lumber
Hyde Lumber Company
 South Bend, Indiana
 Band Mills: Arkansas City, Ark., Lake Providence, La.

Coxfax Hardwood Lumber Co.
 Manufacturer Band Sawn Southern Hardwoods
 Coxfax, Grant Parish Louisiana

The manufacturers of plows have long shown preference for oak for the handles. The wood is strong, is easy to bend in the proper form when steamed, and holds that form ever after.

Carrier Lumber & Mfg. Co., Inc.
 Sardin, Miss.
 Kiln Dried—Specialty Manufacturer

The hardness of oaks varies as much as 50 per cent when they are compared among themselves, and there is no less difference among them when their strength is under consideration.

TRY KNOXVILLE TENNESSEE

You can logically do so because you must ultimately depend more and more on this region for your hardwoods.

No higher type of timber can grow than that abounding in eastern Tennessee. It is found on a soil and in an environment which put quality in the trees generations ago. It is our task merely to see that this quality is utilized to the utmost in making the boards you buy. The best of equipment and highly trained organizations working in one place for years at a stretch make that task easy.

Then too you can be sure of getting the best possible service—always.

Ask about it from any of the following:

The Vestal Lumber & Mfg. Co., Knoxville, Tenn., & Fonde, Ky.
The J. M. Logan Lumber Company, Knoxville, Tenn.

OAK, POPLAR, MAPLE

Walnut, Chestnut, Hickory, Cedar, Ash, Basswood, Beech



THE WONDER-CITY OF HARDWOOD PRODUCTION

Cannon Wheels

The 28,000,000 feet of oak dimension stock purchased by the Government to make cannon wheels for our army abroad, are drawn from many parts of the country, but principally from the region eastward of the Mississippi river and from the states immediately west of this stream. The western half of the United States supplies practically none of the stock. Oaks grow in that region, but the wood is not suitable for wheels of the highest grade.

The eastern mountain region, the Ohio valley and the lower Mississippi valley, constitute the source of the best oak. Fortunately, it is not confined to any one restricted area, but occupies many states and parts of states. The habitat of the best oak embraces 600,000 or 700,000 square miles, with some choice growth elsewhere.

Information is not at hand to show how much of the 28,000,000 feet for the cannon wheels will come from the territory tributary to Memphis, but much of it is being cut there. The different southern white oaks are contributing their full quota and they compete on equal terms with the eastern and northern white oaks. Some of the species are found in all the regions, common white oak for one; but some of the other white oaks are found in certain regions only.

In some respects and for many purposes, the red oaks are in no way inferior to white oaks; but in some cases the former are discriminated against because of an unwarranted prejudice against them. Generally speaking, red oak is a little more subject to decay, but in point of strength there is little difference between white and red oaks as classes. When well seasoned and properly handled both kinds are excellent.





Regular Widths and Lengths

150,000' 1 1/2" FAS	300,000' 1 1/2" No. 1 Com	300,000' 1 1/2" No. 1 Com
75,000' 2" FAS	100,000' 2" No. 1 Com	100,000' 2" No. 1 Com
200,000' 2 1/2" No. 1 Com	200,000' 2 1/2" No. 2 Com	200,000' 2 1/2" No. 2 Com
150,000' 3" No. 1 Com	20,000' 3" No. 2 Com	20,000' 3" No. 2 Com
1,000' 3 1/2" No. 1 Com	50,000' 3 1/2" No. 2 Com	50,000' 3 1/2" No. 2 Com
500,000' 1 1/2" Box Boards, 13 to 17"		
50,000' 1 1/2" Box Boards, 9 to 12"		
50,000' 2" Boards, 9 to 12"		
QUARTERED RED GUM		
57,000' 1 1/2" Com & Btr		
10,000' 2" Com & Btr		
SAP GUM		
500,000' 1 1/2" FAS	18,000' 1 1/2" FAS	18,000' 1 1/2" FAS
200,000' 2 1/2" FAS	50,000' 1 1/2" No. 1 Com	50,000' 1 1/2" No. 1 Com
15,000' 1 1/2" FAS		
2,000' 2 1/2" FAS		
	QUARTERED WHITE OAK	QUARTERED WHITE OAK
	1,000' 1 1/2" Com & Btr	1,000' 1 1/2" Com & Btr

Crenshaw-Gary Lumber Co.

Regular Widths and Lengths

COTTONWOOD	PLAIN WHITE OAK
30,000' 1" FAS	15,000' 1" No. 1 Com.
15,000' 1" Box Boards, 9 to 12	15,000' 1" No. 2 Com
30,000' 1" No. 1 Com.	
30,000' 1" No. 2 Com.	
PLAIN RED OAK	PLAIN RED GUM
15,000' 1 1/2" FAS	30,000' 1" FAS
20,000' 2" FAS	45,000' 1" No. 1 Com.
15,000' 2 1/2" FAS	
15,000' 3" No. 1 Com.	
18,000' 3" No. 1 Com.	
40,000' 3" No. 1 Com.	
40,000' 3" No. 2 Com.	
10,000' 3 1/2" No. 2 Com.	
18,000' 3 1/2" No. 2 Com.	
18,000' 3" Bridge Plank	
	SAP GUM
	80,000' 1" FAS
	75,000' 1" Box Boards, 13 to 17"
	25,000' 1" Box Boards, 9 to 12"
	45,000' 1 1/2" Brit Sawm Log Run
	54,000' 3" Brit Sawm Log Run
	BLACK GUM
	12,000' 1" FAS

Goodlander-Robertson Lumber Co.

Paepcke Leicht Lumber Co.

SPECIALTIES:
Cottonwood,
Red and Sap Gum,
Red and White Oak,
Cypress, Elm.

Manufacturers
Southern
Hardwoods

BAND MILLS:
Helena, Ark.,
Blytheville, Ark.
Greenville, Miss.
Cairo, Ill.

General Offices

CONWAY BUILDING

CHICAGO, ILL.

WAR MATERIAL

We Can Furnish It

- THICK STOCK
- OAK HICKORY ASH
- WAGON BOXBOARDS
- GUM COTTONWOOD TUPELO
- BOX LUMBER
- GUM COTTONWOOD TUPELO
- SHIP TIMBERS
- Hewn or Sawn
- OAK CYPRESS—PINE

WRITE OR WIRE

MEMPHIS BAND MILL CO.

SAP GUM

- 5 cars 1" FAS
- 3 cars 5/4" FAS
- 5 cars 6/4" FAS
- 7 cars 4/4" Box Boards, 9 to 12
- 12 cars 4/4" 12 to 17" Box Boards

RED GUM

- 5 cars 12/1" FAS
- 3 cars 5/4" FAS
- 2 cars 6/4" FAS
- 5 cars 4/4" No. 1 Com
- 1 car 6/4" No. 1 Com.
- 3 cars 6/4" No. 1 Com.

QUARTERED SAP GUM

- 4 cars 8/4" No. 1 Com & Btr
- 2 cars 10/4" No. 1 Com & Btr
- 2 cars 12/4" No. 1 Com & Btr

PLAIN RED OAK

- 5 cars 4/4" FAS
- 1 car 5/4" FAS
- 1 car 6/4" FAS
- 8 cars 4/4" No. 1 Com
- 2 cars 5/4" No. 1 Com
- 6 cars 4/4" No. 2 Com.
- 1 car 5/4" No. 2 Com.

PLAIN WHITE OAK

- 10 cars 4/4" No. 1 Com & Btr.
- 2 cars 4/4" No. 1 Com & Btr.
- 2 cars 6/4" No. 1 Com & Btr.
- 3 cars 4/4" No. 2 Com
- 1 car 6/4" No. 3 Com.
- 10 cars 6/4" No. 3 Com.

ELM

- 4 cars 5/4" Log Run
- 2 cars 6/4" Log Run
- 2 cars 8/4" Log Run
- 2 cars 10/4" Log Run
- 4 cars 12/4" Log Run

J. H. BONNER & SONS

All Stock Regular Width and Length and Dry

PLAIN RED GUM	PLAIN RED AND WHITE OAK
200,000' 1 1/2" No. 1 Com & Btr	15,000' 10/4" No. 1 Com & Btr.
15,000' 1 1/2" No. 1 Com & Btr	18,000' 10/4" No. 1 Com & Btr.
QUARTERED RED GUM	37,000' 12/4" No. 1 Com & Btr
150,000' 1 1/2" No. 1 Com & Btr	45,000' 10/12" No. 1 Com & Btr
6,000' 1 1/2" No. 1 Com & Btr	5,000' 0/3
QUARTERED WHITE OAK	160,000' 12/4" No. 1 Com & Btr
8,000' 1 1/2" FAS	5,000' 0/3
PLAIN WHITE OAK	21,000' 12/4" No. 1 Com & Btr.
15,000' 1 1/2" No. 1 Com & Btr	3,000' 0/3
15,000' 1 1/2" No. 1 Com & Btr	15,000' 12/1" No. 1 Com & Btr.
PLAIN RED OAK	1,000' 0/3
50,000' 1 1/2" FAS	28,000' 10/4" No. 1 Com & Btr.
75,000' 4/4" No. 1 Com	58,000' 12/1" No. 1 Com & Btr.
	green

Ferguson & Palmer Co.

ASH

- 2 cars 1 1/2" FAS, 6 to 9"
- 3 cars 5/4" FAS, 6 to 9"
- 2 cars 5/4" FAS, 6 to 9" all 8 to 10"
- 6 cars 8/4" FAS, 6 to 9"
- 5 cars 12/1" FAS
- 5 cars 10/4" FAS
- 2 cars 10/4" FAS
- 2 cars 8/4" FAS, 10" & up
- 2 cars 10/4" FAS, 10" & up
- 2 cars 12/1" FAS, 10" & up
- 2 cars 8/4" FAS, 12" & up

Regular Widths and Lengths

- 2 cars 1 1/2" No. 1 Com
- 8 cars 5/4" No. 1 Com
- 3 cars 6/4" No. 1 Com
- 7 cars 8/4" No. 1 Com
- 3 cars 10/4" No. 1 Com
- 3 cars 12/1" No. 1 Com
- 1 car 0/3
- 2 cars 8/4" No. 2 Com
- 1 car 10/4" No. 2 Com
- 1 car 12/1" No. 2 Com
- 1 car 1 1/2" to 16/1" Acacia

Thompson-Katz Lumber Co.

COTTONWOOD

- 62,500' 5/4" FAS
- 125,000' 5/4" No. 1 Com
- 15,000' 5/4" No. 2 Com

SAP GUM

- 119,820' 1 1/2" FAS
- 225,000' 1 1/2" No. 1 Com
- 187,300' 1 1/2" No. 2 Com
- 15,000' 5/4" FAS
- 85,300' 5/4" No. 1 Com
- 35,000' 5/4" No. 2 Com
- 15,000' 6/4" Com & Btr
- 13,400' 8/4" FAS
- 35,000' 1 1/2" Box Boards, 13-17"
- 30,000' 4/4" Box Boards, 9-12"

RED GUM

- 32,000' 4/4" FAS, reg'd
- 81,000' 4/4" FAS, reg'd
- 15,000' 4/4" No. 1 Com
- 20,000' 5/4" FAS
- 12,500' 5/4" No. 1 Com

TIPELO

- 64,000' 4/4" FAS
- 65,000' 4/4" No. 1 Com
- 25,800' 4/4" No. 2 Com

ELM

- 18,000' 10/4" Log Run

H.W. Darby Hardwood Lumber Co.



ASH
 14,600 4 1/2" FAS 6-9", 8-10"
 25,000 4 1/2" FAS 6-9", 12-16"
 15,166 4 1/2" FAS 10" & up, 8-16"
 10,800 4 1/2" FAS 12" & up, 8-16"
 9,500 4 1/2" FAS 6-7", 8-16"
 8,500 5 1/2" FAS 6-9", 8-16"
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 2,000 5 1/2" FAS 10" & up, 8-16"
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 15,000 6 1/2" FAS 6-9", 8-16"
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 25,100 6 1/2" FAS 10" & up, 8-16"
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 28,000 6 1/2" FAS 6-9", 8-16"
 52,500 8 1/4" FAS 6-9", 12-16"
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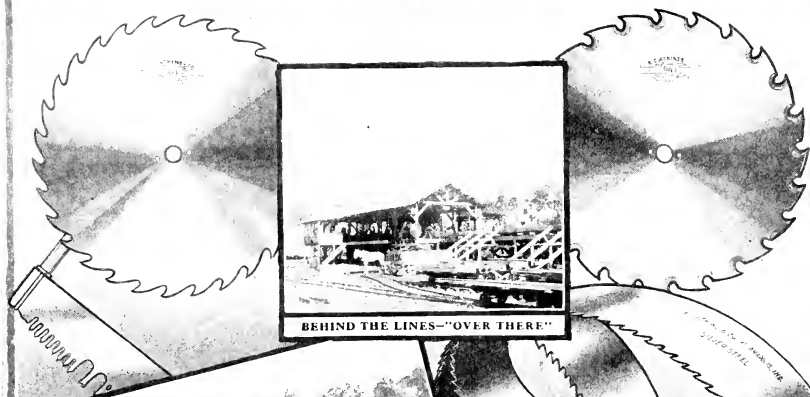
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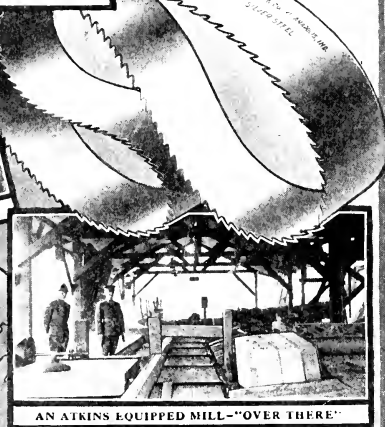
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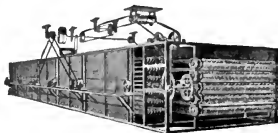
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Review and Outlook



General Market Conditions

INDICATIONS OF THE FIRST PREPARATIONS for a counter-offensive by the hardwood operators are coming up here and there. The price breaking "shock troops" of the small and unimformed operators seem to have worked off their momentum to an encouraging extent, and lumber price movements now seem to be seeking a state of equilibrium which undoubtedly will presage a return to former steady advances. It is true that prices are still showing somewhat off in cases here and there, but with insecurely held stocks pretty well cleaned away, and with the up-to-date operators receiving more and more convincing information as to the true value of their products, the reaction is bound to materialize shortly.

It is surely fortunate for the manufacturing fraternity that is organized now as it never was before, from the standpoint of the local, regional and national associations. This organization covers not merely a man-to-man service but in most cases a carefully compiled statistical service that gives a careful and accurate analysis of stocks, prices, cutting conditions and other matters essential to proper judgment on cutting and selling policies. The man who will carefully keep in touch with this information can not go far wrong, and it is more apparent from week to week that that percentage of the hardwood manufacturing trade which, by virtue of its predominating percentage of total cut and of its business methods, controls the situation, is figuring on a concrete basis in shaping its sales policies.

As an indication of what this important association foundation can do for the lumber trade, the information brought out at a recent meeting of the Open Price Plan of the Hardwood Manufacturers' Association is striking. Through comparisons of individual records and compiled statistics members in the southwestern territory arrived at the definite conclusion that production in that territory was only sixty per cent of normal, and that the bulk of orders was coming from the government and from war industries. Here is surely a strong combination of circumstances. With the bulk of production from this territory going in such directions there is created a sort of a trade gyroscope—an absolute stabilizer which will bring trade back to a sound economic perpendicular with only slight influence to make it lean in one direction or another because of markets in lines outside of government or war work. For the markets in this direction are assured and are not hounded with uncertainties of labor and production as are the purely commercial lines.

Were the condition outlined at the above mentioned meeting an

isolated case, it might not be worthy of comment, but it is typical and not exceptional.

It is true that there is a good deal of lumber in the South at present, but the fact that foundations are full cannot be considered as a point by itself, and without qualification. There are various and sound reasons why lumber has piled up and such reasons have been recited in numerous cases and in numerous forms during the past few months. If any manufacturer is not thoroughly alive to the reasons "why" he has kept himself sadly out of touch with conditions.

There is another point which is getting more and more attention in trade circles. It has to do with the increased earning power of the laboring element, and the fact that regardless of any question of patriotism the human nature side of the laboring class, which now holds more ready money than ever before, is going to assert itself. In other words, the impetus toward thrift is going further than to make it possible for the laboring class to buy bonds and stamps and will result in accumulations wherewith some of the luxuries not being taken by the middle classes will be called for in increasing quantities. There have been various analyses appearing in public print during the last few months attempting to show the attitude of the laboring class toward life under present conditions. The laboring element is distinctly inclined to take advantage of the opportunities for getting some of the good things of life, and surely cannot be blamed for this attitude. This means that they are going to buy more in the way of foods and material things that they and their families can enjoy, and in fact the inclination will probably resolve itself into a national policy which will recognize this as desirable and as one means of keeping labor satisfied.

The report as above noted that war work and government orders predominate in the hardwood market is showing more and more certainty to be true all over the country, and the greater this preponderance becomes the more assured is the hardwood situation in all directions. Surely no one can doubt for a moment that war work and government business is demanding a greater and greater share of production and manufacturing power in all lines.

Beware of the Car Shortage

THE FIRST COMPLAINTS are already coming in that cars will not be so plentiful in the near future as in the past. Critics of the administration who are opposed to government rail control might think they will find a basis for argument in what will probably be the most serious shortage for commercial lines ever experienced. The facts, however, will probably show that

it is only because centralized authority makes it possible to divert an adequate percentage of available rolling stock into strictly necessary work that lines not considered absolutely essential to war prosecution will have even more difficulty than formerly in getting the desired number of cars.

It is frankly promised by all those in a position to know that cars will be very decidedly at a premium, as there is much more essential material than ever to move, and it is more necessary than ever before to move it quickly. Therefore, every effort will be made to swing the last possible piece of rolling stock and motive power into this work with the result that what is left for ordinary industrial and commercial movements will be negligible.

Many a lumber buyer may have convinced himself that he is playing a wise policy in holding up his orders in anticipation of broken prices. Time only will prove whether or not he is correct, although it is probable that his policy will eventually have been proven wrong. But regardless of price questions, the fact remains that if lumber is essential to any man's business he had better make his plans to get in what he needs now, because the price he buys for will have nothing to do with his ability or lack of ability to get stuff to his yard. There are cars enough now to handle the situation and they surely should be put to the best use before it is too late.

The Water Power Bill

DURING MORE THAN FIFTEEN YEARS a fight has been in progress, in one form or another, having for its purpose the development of water power on public lands, chiefly among western mountains where numerous cascades and waterfalls exist. Congress has finally passed a bill. It is not satisfactory to all parties, and is objectionable to many; but it marks progress in a long battle between forces which tried to obtain private control of the power sites, and other forces which insisted that the government should retain ownership and possession.

One of the results of the long controversy has been the locking up of many opportunities of development. The government has not built power plants and private parties have been prevented from doing it. The accusation has been made that the government was pursuing a dog-in-the-manger policy by preventing others from doing what it could not or would not do. The charge had enough truth in it to win many persons. On the other side it was easy to point out the danger in turning over to private ownership the valuable power opportunities. In many large regions such a course would have led to monopolies of power in private hands. Corporations, if they had become owners of the power sites, could have exacted heavy toll from the public who would be compelled to use the power or go without. The two camps were so evenly divided that neither could win, and during years millions of units of power went to waste in the streams flowing across government land.

The bill which has just been enacted into law by Congress is to some extent a compromise measure. The government will retain ownership but will lease the power sites to private parties for long terms, under strict regulations as to rates, profits, and other matters, with an arrangement that at the end of the period of lease, the property and improvements shall revert to the government with an understanding as to the amount the government shall pay for the improvements. The leasing period shall be fifty years.

This question has not attracted as much notice in the East as in the West for the reason that all the power sites on eastern streams long ago passed into private hands, while in the western country the government still retains ownership of most of them. Power is now carried by electricity over wires a distance of hundreds of miles, and a water fall among mountains almost inaccessible may supply power in cities far away.

Great development is expected to result from the passage of the measure by Congress. The far western country is more dependent upon water power than is the East, because of coal's high price in the West. In that region the cost of coal is prohibitive in many industries; but power is cheap when it comes from mountain

streams. Among many high western mountains the flow of water in the rivers is much more dependable than in other parts of the country, because snow melts all summer in the mountains.

A Year or Two From Now

BELIEF IS PRETTY STRONG in both this country and among our allies across the sea that the war will end next year. Whether the exact date of peace can be foretold or not, it is approaching and will arrive.

In a business way that will be a momentous event. It will mark revivals and beginnings in many things, and preparations should be made in ample time and in adequate manner to take advantage of every opportunity that shall be presented.

It may be asked: In just what way will opportunities come to men in the lumber business? Conditions may be expected to change gradually and in several ways, and among them the following may be looked for:

The demand for war work will cease, releasing men, facilities, and capital for other things.

The people will not need to lay aside money for liberty loans and stamps and will be free to direct their capital and savings into industrial channels.

The railroads and other means of transportation will be relieved of the enormous burden of carrying munitions and troops, and these released facilities will become immediately available.

Business men by tens of thousands who have not been actually enrolled in the army or navy, but who have given much or all of their time to war service, many of them without pay, will be free to return to their business and throw into it the energy which they had been devoting to the war.

Millions of officers, soldiers, and sailors will come back from the ranks, ready to give their labor, brains, and energy to business.

The men thus released for industrial work will return better than they went. The discipline and co-operation which have been made part of their lives in war will increase the value of the men in the work of peace. Ideas will have been broadened by contact with great events, and the returning army will be an industrial force of tremendous possibilities.

The lumber business will be one of the many industries that will respond to the new conditions. Everything points in that direction. The use of lumber for civilian purposes has been greatly restricted since we entered the war. Building programs have been postponed. Repairs have been reduced to the smallest figures. Factories have cut out all products that could possibly be dispensed with. The demand for repairs, buildings, and factory output will come to the front with all the accumulations due to years of inactivity; and the front with all the accumulations due to years of inactivity.

The lumbermen are doubtless prepared for the demands that shall be made upon them. Stocks may be low in some lines, but there is plenty of mill capacity and there is abundance of timber, and no shortage need be feared. No user of wood, whether a private buyer who wants only a thousand feet, or a factory whose demand shall be measured by millions, need go without.

It is not easy to prophesy just how the scale of wages will run after the war. Supply and demand will settle that question according to economic laws. If wages remain high, so will prices. If prices fall, so will wages. No sudden and radical change need be looked for.

"Load Until It Hurts"

THE NOW FAMOUS RED CROSS SLOGAN, "Give Until It Hurts," can be aptly applied to car loading, as it seems there is a little slackening down in the general interest in the question of loading stock to absolute capacity. In most cases the maximum loading is easily accomplished without inconvenience or hardship. There are times though when one does not desire to load any more fully than is required. But as everybody is in the same boat and it is a question of give and take between competitors and also between buyers and sellers it seems that sound patriotism should dictate that everyone load "until it hurts."



Use of Walnut by Industries



American walnut is generally well adapted to make black walnut only, though in some sections the term embraces butternut also. In the present article, the black walnut and butternut are represented in the table.

Four walnuts are native to the United States, and according to some authorities five. The latter is here named.

Butternut or white walnut comes from Maine to the Dakotas, Nebraska, Missouri, and Arkansas, and southwest from New England to Georgia and Alabama. It is generally a smaller tree than the black walnut, its wood is a pale color, and less of it is used. Its best development is in the north than the best range of black walnut. It is said to pay for seedling as Circassian walnut, but such instances may be rare.

Mexican walnut ranges through Texas, New Mexico, and Arizona. The growth in Arizona is sometimes considered a distinct species. The trees are usually too small to have much value for lumber, but the heartwood closely resembles that of black walnut and when of sufficient size it should be valuable. The nuts resemble black walnut except in size. The hull and nut is about half as large as a nut meg and looks like it. The kernel has a delicate flavor, but it is too small to be worth much.

California walnut is much like the Mexican species in size of tree and nut and color of the wood, except that the nut is rather larger than the latter, and the wood appears more satiny than black walnut.

Black walnut is the only one of the four having much commercial importance. It is not known how much is being cut to meet war demands, but before the war the yearly production was falling below fifty million feet a year, including lumber and veneer. The output has probably been much larger the past two years. Thirty states contribute, the largest amount coming from Ohio, followed in the order named by Indiana, Illinois, Kentucky, Missouri, Tennessee, and Virginia.

There is no question that walnut timber is now scarcer than it ever was before. The run on this wood thirty or forty years ago to meet the demand for walnut furniture caused a severe drain on the supply, but nothing to compare with the demand now. The search has reached remote districts where it never went before, and by the end of the war little walnut of commercial size will remain in the country. Young trees will exist, and they will produce timber in years to come, but it will take a long time.

The appended table shows the uses of walnut during an average year before the present war. It would be interesting to know what a table for this year would show. It is safe to conclude that a change in the use of walnut is about to take place. Industries which formerly received all they wanted, by paying a moderate

price, are beginning to experience the necessity of rearranging their schedules. They must get along with less than formerly and should not be surprised if they must pay more for it. Manufacturers will investigate the possibility of finding other woods to take the place of walnut in certain lines.

The accompanying table should possess interest if studied with that thought in mind. No one will have to give up walnut, if willing to pay the price; for there will be some walnut in the market for those who can afford it. Those unwilling to buy it will search for substitutes and will meet more or less success in finding them.

Black walnut may now be classed as a farm tree more than ever before. If once was a denizen of forests altogether; but gradually it found places in door yards, in barnlots, along fences, in pastures, and in corners and odd places about farms, and such situations are its stronghold now and will continue to be so. Walnut woodlots will be more often planted in the future than in the past and this one tree will assume a new importance.

One of the oaks seldom heard of is the blue jack. Except as fuel, it appears to be of no use for anything, yet it is not scarce in an area of 200,000 or 300,000 square miles from North Carolina to Texas, in a belt pretty close to the Gulf coast. The trees are small, usually not over twenty feet high and five inches in diameter, but occasionally twice that size. A peculiarity of this tree is that the sapwood is darker in color than the heart, which is a reversal of the general rule that a tree's heart is darker than the sap. In certain localities the tree is called upland willow oak, cinnamon oak, sand jack, and turkey oak. The true turkey oak, however, is another tree.

There is an oak tree which occurs in Georgia and no where else in the world, so far as known. It is known as Georgia oak. It grows on Stone Mountain and a few miles distant, but the whole range scarcely extends a distance of twenty miles. None of it has ever been put to use, so far as can be learned. It is so scarce that few persons ever see it unless they make a special search. It belongs to the red oak class.

The only tree that is able to offer much resistance to the encroachment of the sea on the land is the mangrove. It grows both in water and on land and is so elastic that breakers from the sea may roll over it without washing it away or breaking the stems. Where this tree grows, the land is generally able to encroach on the sea. It has been the means of adding hundreds of square miles to southern Florida during the past few thousand years. It refuses to grow in northern climates.

USE OF WALNUTS BY INDUSTRIES AND STATES

	Sawing Machines	Instrument Musical	Millwork	Furniture	Par- titure	Fixtures	Caskets	Electrical Apparatus	Vehi- cles	Railroad Cars	Boxes	Picture- Molding
Indiana	1,916,815	140,000	97,000	.....	322,000	6,000	.....	.....	3,000	1,000	.....	16,000
Illinois	2,505,000	1,022,850	19,000	.....	179,000	51,000	16,000	300,000	20,600	21,500	13,000
Ohio	167,800	2,157,500	.....	51,200	.....	20,000	80,850	9,000	.....	.....
New York	698,600	713,600	370,000	563,700	71,500	13,000	59,700	23,100	.....	46,600
Michigan	173,201	43,200	.....	111,400	1,000	.....	262,000	150	153,000	17,514
Kentucky	820,000	42,000	.....	332,000	8,000	100,000	.....	.....	18,000	.....
Massachusetts	52,000	.....	.....	26,000	.....	.....	.....	.....	.....	.....
Pennsylvania	131,200	77,205	.....	180,000	25,800	214,000	.....	1,400	56,500	16,500
Connecticut	57,250	.....	.....	10,000	.....	.....	.....	.....	.....	.....
North Carolina	509,000	.....	.....	.....	41,000	50,000	.....	.....	.....	.....
Maryland	16,200	.....	.....	3,000	1,000	.....	.....	.....	.....	.....
Tennessee	156,000	.....	.....	15,000	3,000	20,000	.....	1,000	.....	.....
New Jersey	215,000	.....	.....	1,000	.....	.....	26,200	.....	1,500	.....
Virginia	30,500	.....	.....	1,000	22,000	21,000	.....	.....	500	.....
Minnesota	1,250	.....	94,519	.....	5,300	60,200	.....	.....	.....	.....	.....
Vermont	136,542	.....	.....	.....	.....	1,000	.....	.....	.....	.....	.....	.....
Missouri	16,000	.....	.....	21,000	23,000	.....	.....	.....	.....	1,000
Texas	5,000	.....	.....	.....	127,000	.....	.....
California	2,000	.....	10,800	11,325	.....	4,200	.....	.....	.....	25,000
Alabama	2,000	.....	.....	50,000	.....	.....	.....	500	10,000	.....



Government Bulletin on Elms



The Forest Service has published bulletin 683, compiled by W. D. Brush. The bulletin deals with the elms which furnish the supply of elm lumber and other products in this country. The report contains 43 pages of text, tables, and illustrations showing the geographical range of the five species of elm in this country; the estimated stand of this timber in various states; yearly lumber output; amount consumed annually in factories, and its distribution among industries. In addition to this information there are tables which give the strength, hardness, stiffness, weight and other physical properties of the different elms, and in some instances these are compared with oak and hickory.

Five species of elm grow in the United States, listed as follows in the order of their importance: White or gray elm, occurring in most of the eastern half of the country; slippery or red elm, having nearly the same geographical range as white elm; cork or rock elm, ranging between Tennessee and central Michigan and eastward to New England and westward to Nebraska. Wing elm and cedar elm are southern trees and are of less importance than the three other elms.

Hard and rock elm are lumbermen's terms and are generally applied to the wood of cork elm, but sometimes these terms refer to solid, dense wood of any other elm.

The estimated stand of all the timber in this country is 7,500,000,000 feet board measure, and of this 5,500,000,000 feet is believed to be white elm. Factories and shops consume about 365,000,000 feet of this wood annually, and enough is in sight to last about twenty years at this rate of consumption. The supply begins to run low in some regions where it was once abundant, and the total stand in the forests may be expected to decline steadily until the wild growth in the forests will become very scarce and users of this wood will be obliged to depend upon farm wood lots for elm.

Thirty-eight states report the use of elm in their shops and factories. The lumber output in 1915 was 210,000,000 feet. It was 456,000,000 in 1899, which figures indicate a decline of more than one-half in twenty-five years. Elm is cut in more than thirty states, but one-half of the total is produced in Wisconsin, Michigan, Arkansas and Indiana. In 1915 the mills cutting elm lumber numbered 2,730.

Of the total factory use of 365,000,000 feet of elm a year by thirty-seven industries, 64 per cent goes to the four industries, slack coopers, boxes, vehicles and furniture.

The bulletin discusses the stumpage and cost questions as follows:

Elm stumpage is now largely bought up by slack coopers and basket manufacturers, etc. Factories which can not use other woods in place of elm can usually afford to pay better prices for it than can the lumber manufacturers. An average price paid for soft elm on the stump by factories in southern Michigan would be about \$12 per thousand board feet. The logs usually bring from \$15 to \$20 at the factory. In the lower Mississippi Valley the prices are somewhat lower. Firms cutting their own timber in that section figure that elm logs are worth about \$8 per thousand board feet at the mill. This is about what it costs to cut and transport to the mill, allowing for stumpage only \$1.50 per thousand feet, for which mixed hardwood timber has been purchased in that region. A good quality of elm stumpage, of course, brings a much higher figure, depending on quality, amount, accessibility, etc. Rock-elm stumpage ordinarily sells for from \$15 to \$20, and at the factory the logs sell for about \$25 on the average. A high grade of rock elm sells for higher prices for special purposes. It is reported that as much as \$65 per thousand has been paid in southern Michigan for rock-elm stumpage, only choice trees here and there being selected.

Since elm is commonly manufactured into lumber along with other woods, with which it grows in mixture, the cost of converting it into lumber is difficult to ascertain. A theoretical cost can of course be obtained by subtracting the stumpage value from the mill-run value of the timber at the mill. For instance, subtracting the 1912 value of elm stumpage in Michigan, which is about 8% from the average mill run value

of soft elm lumber, which is approximately \$25, leaves \$16, which represents the cost of production per thousand board feet, including the lumber manufacturer's profit.

Portable sawmills in Michigan generally charge from \$4 to \$4.50 per thousand board feet for sawing. The lumber produced by these mills, however, is often not well manufactured, and not so valuable for many purposes as that turned out by large stationary mills. There is also usually more waste in the portable mill.

Side Edger Versus the Gang Edger

There has been more or less discussion as to the possible saving in value of final product through the use of the side edger rather than the gang edger. It is plain that frequently the gang edger in parabolizing the side of the board will cut away so much good material that the value of the board is considerably lower.

The accompanying photograph showing a merely of airplane propeller walnut stacked in the usual manner quickly illustrates the possible damage and loss that might result in the use of the gang edger, especially in this kind of work.

Airplane stock is graded in the usual way, but in addition must pass tests based upon the cutting according to a certain propeller pattern which is narrower at one end than at the other. The tapering board standing in the middle of the stacks illustrates the point in question. Supposing that this board were edged on a gang edger; it would be the same width for its entire length, that width being equal to the present width at the narrow end.

Suppose now that the pattern, wider at one end than at the other, is laid out on this board so that the wide end of the pattern is laid at the wide end of the board. The pattern then tapers down evenly



ILLUSTRATING A CASE WHERE A GANG EDGER WOULD BE DESTRUCTIVE.

with the taper of the board, that a joint cut can be made from this particular piece of wood. One of the board had been run through the gang edger, and would have been wide enough to have taken the narrow end of the pattern, but would have been cut off too much to have taken the wide end of the pattern. Therefore, it would have been three feet or four feet stock.

It so happens in this case that the board is wide enough to have

been cut in two, and the attempt to fit a joint tapering without tapering the board, is a serious matter at the mill, and should be avoided. The illustration shows the proper pattern. The illustration is copyrighted by L. O. B. at the point.

It is a common practice to set these regularly tapered lumber joints, and to do this through taking off a tapering edge of sound lumber, and using the edge of a high-grade board.



The Southern Log Situation



The transportation situation is becoming tightening throughout the southern hardwood field and that is bringing about a slower inbound movement of logs as well as a reduced outbound movement of lumber and other forest products.

The Southern Hardwood Traffic Association has just issued a circular to its members calling attention to the fact that complaints of shortage of flat cars, box cars and other equipment are coming from every part of the southern hardwood field, and that, while efforts are being made to secure relief from this shortage, indications are that it will become steadily worse. The American Hardwood Manufacturers' Association, too, has called attention of its members to the growing shortage of equipment and to the diversion of cars to the movement of grain, cotton, sugar cane, coal and other commodities at the expense of movements of logs and lumber.

Officials of the Valley Log Loading Company report that that firm during August loaded 1,262 cars compared with 1,626 in July, 1918, and 1,424 in August, 1917, distributed as follows: Yazoo & Mississippi Valley, 1,781 against 1,434 and 1,181; Missouri Pacific, 181 against 192 and 213. But they also report that it was necessary to take off two extra loaders on August 29 and that, during the closing half of the month, one regular loader lost the equivalent of nine working days. Thus, while loading was very heavy during the first twenty days, it showed notable decrease during the last eleven days, thus bearing out the contention of hardwood lumber manufacturers that car shortage is beginning to become quite acute. This company has made comparatively little progress with loading since September 1 and indications are that it will load fewer cars during September this year than last. The figures with which comparison is made are 1,628 cars, 1,287 on the Y. & M. V. and 341 on the M. P.

There are very large quantities of logs awaiting loading on these two roads and hardwood manufacturers are beginning to express uneasiness over the situation. Efforts to increase the number of flat cars are not bringing very satisfactory results and indications are that it will be quite awhile before the quantity of timber ready for transportation has been actually loaded and delivered to the mills. In the meantime, curtailment of manufacturing operations is practically certain unless there is material increase at an early date in the rate at which flat cars are furnished for loading. Already a number of mills at Memphis and elsewhere in the valley territory in both Arkansas and Mississippi have rather limited log supplies on their yards.

Labor conditions are growing rapidly worse and present even more of a problem for lumber manufacturers than does the car shortage. Some firms are already closing down plants because of difficulty and unprofitableness of operating under present conditions of labor supply and labor inefficiency. The government employment service is doing everything it can to secure men for the essential industries, in which the lumber industry is included, but the shortage of men is such that it is not able to obtain anything like the number desired. Cotton pickers are securing the highest prices ever paid for their work and they are being attracted to the cotton fields. It has been realized for some time that labor conditions would be extremely bad this fall and winter. It is now

known that operation of the second selective service law will make such a vast incursion on the labor supply than anticipated a short time ago, and the average hardwood lumber manufacturer is convinced of two very definite developments:

First: A further notable tightening of the car situation, and

Second: Far more unsatisfactory labor conditions than ever previously experienced in the southern hardwood lumber industry.

And they are likewise convinced that, with these two conditions assured, it is going to be next to impossible to produce the quantity of southern hardwoods needed by the government and private industry during the next few months.

Movement Toward Fixing Walnut Prices

A circular letter on walnut prices and supplies has been issued by Charles Edgar, director of lumber, from which the following extracts are taken. It is an effort to acquaint owners of walnut with the values which they should place on their logs on board cars.

As an aid to the government in securing the output, at fair and reasonable prices, of the walnut timber necessary for its needs, and for the protection of the walnut timber owner, we ask that where the opportunity offers, publicity be given to the following range of prices for each diameter which the log buyers or the walnut manufacturers, having government contracts for gun stocks and propeller lumber, will pay for good walnut logs 12" and up in diameter and 8' and up in length:

Diameter	Prices of Black Walnut Logs 8 ft. and over long on board cars on R. R.		Equivalent Value for Standing Timber	
	Minimum per M.	Maximum per M.	Minimum per M.	Maximum per M.
12" - 14"	845	855	\$20	\$35
15" - 16"	85	65	30	45
17" - 18"	65	75	40	50
19" - 20"	55	85	50	60
21" - 22"	85	95	60	70
23" - 24"	95	105	70	80
25" - 26"	105	115	80	90
27" - 28"	115	125	90	100
29" - 30"	125	135	100	110
31" & up.	135	150	110	120

LOG SCALE

Doyle Rule from Scriber's Log Book measured at the small end, inside the bark, taking average diameter. No logs of less than the above dimensions should be cut, as they are too small to pay either the owner or the saw mill and they do not produce government material. Where possible logs should be cut 10' and up, as the longer logs produce more material suitable for the government's needs.

It is also desired that publicity be given to the fact that in arriving at prices which it is paying for propeller lumber and gun stocks the government has taken these log prices into consideration, and has allowed the mills prices for the material it gets which will allow for only a fair and reasonable profit to both the mills and the log buyer.

It would also be well to ask the owners to confine the sale of their timber to saw mills who have government contracts, or log buyers carrying credentials from the government's needs, as well as credentialed from the government setting forth that these mills they represent have government contracts.

A hundred years ago the pedagogue made lead pencils for his pupils by pouring melted lead into goose quills. The quill has given place to a cedar stick, hollowed to receive the graphite which has taken the place of the lead formerly used. The name commemorates the old lead pencil, but the modern lead pencil has not a particle of lead in it. The graphite is composed of 95 per cent carbon (of vegetable origin) and 5 per cent iron, or something near that, but varying according to the different formulas of manufacturers.



The Lumberman's Round Table



Extending the Sash Market

The decision of leading sash and door manufacturers to re-operate in advertising increased use of storm sash is a logical procedure, particularly at this time, when the demand for sash for new buildings is not as great as it should be. The opportunity to conserve fuel offered by the use of storm sash makes the proposition attractive.

Storm sash constitutes what one manufacturer recently described as "an overcoat for the house," and the insulation provided by the air cushion between the storm sash and that inside is the best possible protection against cold weather, insuring the retention of heat with much less difficulty than is ordinarily experienced.

Living Conditions at Sawmills

Considerable emphasis has been laid of late on the emigration of negroes from the South to northern industrial centers. Printers' Ink, the advertising magazine, recently devoted considerable space to a description of the changed conditions in the South brought about by this important movement of population, and suggested that one result undoubtedly would be a greater demand for labor-saving devices by manufacturers who have used negro labor.

As far as the southern mills are concerned, the fact that they have had negroes on their payrolls has not prevented them from adopting whatever machinery would result in an improvement in the quantity and quality of their output. They are concerned, however, with the labor situation, and with the loss of available labor through the begira just referred to. They are interested in meeting the problem thus created, and in holding their labor.

The hardwood manufacturer who is up against a reduced supply of local labor ought to study living conditions as they prevail at his mill town. Can employes, negroes as well as others, get satisfactory homes? Is food available in the right quantity, of the right kind and at reasonable prices? Looking into the question of proper housing, sanitation, food, etc., and making working for the sawmill represent an attractive job to the colored citizen, will be among the ways to prevent the departure in numbers of employes of the sawmills, and will help to solve what is becoming a serious problem in the Southland.

Getting Export Training

The young lumbermen who have enlisted in such large number in the forestry regiments and other branches of the military service, and have been assigned to duty over there, are, without realizing it, absorbing information that is going to come in mighty handy later on.

A good many export managers of hardwood manufacturing companies are no doubt being trained right now, for the information that is gradually absorbed regarding conditions on the other side will be of great value when peace-time sales conditions are restored. Knowledge of the French language alone will be an asset worth while.

One of the unfortunate features of the war has been the destruction wrought in the forests of France, and no doubt other European countries have used up a larger portion of their timber supply than usual, both on account of the demand and because the supply from abroad has been cut off. That means that Europe should be a better market than ever before for American hardwood products of all kinds.

A young man formerly connected with a big hardwood concern wrote home recently from England, where he is stationed at present in the naval air service. He commented with interest on the fact that rural England is "just like it is described in the story books." Somehow, the places that one reads about are never so real as those which have actually been seen, and that is why the lads who come back from abroad after the war is over will be able to visualize the great export markets for hardwoods much better than they

ever could have done without the experience which they are getting right at this time.

Too Much Overhead

Sometimes manufacturers in other lines smile at the modest, not to say humble way in which many important lumber concerns house their offices and carry on the details of their businesses. They seem to think that more "front" and display would be a good thing, forgetting that the real lumberman is more interested in sawing boards than in merely making an impressive appearance.

Comment along this line is suggested by the recent absorption of a large and apparently successful hardwood manufacturing company by an associated concern. The company was doing a good business, it had plenty of accounts on its books, and its manufacturing departments were well organized and properly managed, but the trouble was that it was carrying too much expense in the way of overhead.

The organization was always known to be top-heavy, having too many officers for the size of the business, and employing a number of high-priced luminaries who, it developed, were largely figure-heads, having thinking parts, but not contributing much to the business or prestige of the company. A few big salaries absorb revenue that would pay dividends on a large capitalization, and this seemed to be happening in this instance.

The absorption, by making it possible without inconvenience to reduce the organization very materially, will undoubtedly mean a more efficient and compact business, while it is hardly likely that very much volume will be lost. It pays to put up a front when all other conditions justify it, but not otherwise—and lumbermen are wise, as a rule, in holding down unnecessary expenses to the minimum.

Wood for Metal

One of the things that is being done extensively at present is to substitute the use of wood for metal wherever this is practicable. Manufacturers of metal goods are having trouble getting material, in line with the familiar war conditions that affect so many concerns, and while in many instances they are able to transfer their activities to a war line, which will enable them to get the raw materials that they need, it is not always possible to get enough war business to take care of their requirements.

Furthermore, manufacturers often see the advantage of continuing to supply their civilian trade, inasmuch as they own goodwill that it has taken many years to build up, in some cases, and they desire to continue to maintain these trade relations if it is possible to take care of their needs. If they have been making metal goods, they can often substitute wood products to good advantage, since it is not so difficult to get lumber as it is to get metal. It is fair to assume that those who are making this change will continue to turn out wood goods after the war, if the demand for these has been satisfactory and profits have been up to the mark, so that it is worth while to watch developments along this line, as there may be permanent changes in the consuming situation.

Organize War Savings Clubs

Thrift on the part of workers is a good thing for the employer as well as the employe, since the workman who is saving his money usually appreciates his job more than the other fellow.

Many manufacturers have encouraged their employes to form War Savings Clubs, with the members pledged to purchase a given number of stamps each month. The company supplies these, and makes it easy and convenient for the men to purchase.

This is practical patriotism, and means a big boost for Uncle Sam and the boys over there, but it is also a benefit conferred upon those who join the clubs, since they save their money in a systematic way, and unquestionably develop habits of thrift that they might never acquire without help of this kind.

Occurrences at Washington Interesting to Lumbermen

The board of directors of the American Lumber Manufacturers Association, following a schedule of meetings in Washington, D. C., reported the following schedule of meetings: Frank E. Lester, director of lumber, and a representative of the War Industries Board will meet for some time on Monday, September 23, at the department of lumber prices; September 24, the board of directors of the North Carolina pine; October 11, the board of directors of the American Lumber Manufacturers Association; October 18, Pennsylvania lumber; October 25, the board of directors.

Mr. Edgar says that it is not yet determined whether the problem of fixing hardwood prices will be taken up, but it will have to be taken up.

It is understood that the War Industries Board service committee is satisfactory in its opinion that the government can do here, and no fight is expected in the pine price fixation this month. The hearing of the (100,000) for the Alabama, Mississippi and Georgia Florida pine is on as well as the South Carolina Pine Emergency Interim.

Capt. E. A. Selfridge is to be a part of the office of the director of lumber, where he is advising regarding Pacific Coast lumber and other matters.

One of the big problems which the lumber industry must face, soon, it is understood, is the curbing of the industry by eliminating certain mills deemed more or less non-essential from the operating plans of the United States in order to conserve labor and fuel and transportation for war purposes and to answer the point made by the lumbermen that in the production of government material there is incidentally produced necessarily a large quantity of other material that must go to market.

It is reported that the plan will be to provide for a less wide-spread distribution of government orders among the mills, so that the services of certain mills can be dispensed with. It is also reported that short leaf pine mills are apt to be hit by this policy, but other kinds of mills can not expect to be wholly exempt.

The War Industries Board authorizes the following: Where prices are stated to be fixed by the United States government, the government associated with it in this war, and the public or primary civilian uses the said prices are hereby declared to extend to the government and civilians of the United States, Great Britain, France, Italy, Belgium and Japan. These maximum prices shall not extend to purchases made by the civilians of the latter mentioned allied nations nor to the governments or civilians of nations other than those above enumerated.

Furloughs from Military Service

The war industries board has appointed William M. Ritter, a well-known hardwood lumberman, as certifying officer representing the board in the matter of furloughs from military service.

All requests for the furlough of men made by the various departments of the war industries board will be made through Mr. Ritter, who will make such investigation in each case as in his judgment the circumstances warrant to determine whether the requests are justified.

Heads of industries in war work who find that the draft is taking from them such of their skilled men as to impair efficiency and seriously reduce production of war material are expected to apply to the board for the furlough of these essential skilled men. Commodity section chiefs in the board, handling matters in connection with the industry alleged to be affected by the draft, will make investigations as to the needs and conditions before acting on the requests for furloughs coming to them, and will then report to Mr. Ritter.

Men furloughed from military service on the recommendations of Mr. Ritter will be instructed to report to the industry applying for their furlough and that industry will be required to make regular monthly reports to the certifying officer showing the continuance of the furloughed men in their employ. Change of place of employment or of character of work will lead to revocation of the furlough order and return of such men to or into the military service.

Criticisms by U. S. Chamber of Commerce

The United States chamber of commerce takes the Federal Trade Commission to task, in a report to the president, on account of the manner in which it has dealt with the lumber industry and other great industries. For one thing, the commission is charged with having spent with the bureau of corporations, which it succeeded, \$100,000 on investigations of the lumber industry, without ever completing them or making final reports upon them, or making

any attempt to bring about a settlement of the industry's claims. It is pointed out that the commission has not only failed to complete its investigations, but has also failed to bring about a settlement of the industry's claims. The commission is charged with having spent with the bureau of corporations, which it succeeded, \$100,000 on investigations of the lumber industry, without ever completing them or making final reports upon them, or making

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Senator Poindexter has introduced a bill providing for a survey and reclamation of arid, swamp and logged off lands and their sale to soldiers and other citizens.

To Extend the Use of Wood

The wooden products section of the War Industries Board is doing its best to bring about the substitution of wood for other materials. It is urging the making of wooden beds and cots instead of metal, believing that it is necessary to do something to preserve the woodworking industries which otherwise may become an economic loss during the war, with their 15,000 plants. Woodworking industries of other belligerent nations are understood to be in bad financial straits, owing to the relatively small government demand for wooden articles by those governments. Metal bed and hard ware people have been busy here conferring on the matter of substitution and are understood to be agreeable. Sample wooden beds and other articles have been submitted to the government for approval. Over 200,000 wooden bedside tables are being bought for hospitals.

The government is buying tens of thousands of pieces of furniture for its housing projects, its ships, army cantonments, hospitals, etc. The war service committee of the furniture industry is doing good work in this connection.

It is understood that it has been a wide variation in getting bids from many concerns, but there is a substantial variation in the bids, showing that some manufacturers do not seem to have an idea of what their costs of production are. For instance, the bids on bed side tables vary from 41 cents to \$5 apiece; bids on 20,000 ditty boxes for the navy range from 72 cents to \$1.54 each, and bids on Browning machine gun ammunition boxes range from \$1.98 up each.

The experimental undercut army wagons sent to France recently have not been successful, it is learned, owing to the wheels sinking to the hubs in soft earth. The wheels are 26 inches in diameter. The undercut principle can't be applied to large wheels, it is said, as it would make the wagons topheavy.

The furniture manufacturers are to hold a mass meeting at Cincinnati September 25 to organize a representative war service committee. That body will act upon a conservation program for the

furniture industry that is being prepared in the war industries board, conservation division.

The war department is at work on a plan for converting day cots into sleeping cars for troops. A sort of inside double deck arrangement is being tried out, which can be raised up in daytime.

The lumber industry is vitally interested in a new government plan for dealing with the curtailment of building operations for civilian purposes, which plan is to be operated through the several state councils of defense. The determination to meet the demands for war materials from the United States military authorities and the allies has brought a tightening up policy as to civilian building plans with a view to the conservation of building materials and to the release of labor to war work. Anyone contemplating a building which he conceives to be in the public interest or of such essentiality that under existing conditions it should not be deferred should make a full statement of the facts in writing, under oath, and present it to the local representative of the Council of National Defense for his approval. This representative will report his approval with statement of reasons to the war industries board for final decision.

During the week the war industries board had before it a question of material for new federal post office buildings and for new state and municipal school buildings. The chairman said that Secretary McAdoo had decided some time ago that new public buildings were not necessary during the period of the war. This position was taken by the war industries board. Also the war industries board has ruled that new school buildings, unless needed for replacement, come within the same prohibition and could not be supplied with material in view of war need. He pointed out that the construction of buildings involved the use of labor, material, transportation and fuel, all of which are needed urgently in war work.

Situation in Airplane Work

A recent statement was made by J. D. Ryan, who is in charge of airplane production, showing the situation at this time. After referring to changes made in DeHavillands, to remedy defects discovered after some of the machines had reached France, Mr. Ryan said:

The DeHavillands are being built now in about the same quantity as before the change was made. It is not a totally different machine, it is just an improved machine, and we think in a few months it will be improved further.

On account of the cancellation of the Bristol because it was an unsafe machine, it left us for the time being a limited program as far as manufacturing was concerned, because we were developing other types that had not been brought to the point of production.

In the last two weeks, as the result of these months of investigation and study and design, we have flown in tests out at Dayton at least four machines that are new as far as our manufacture is concerned in this country.

We have flown the SE-5, which is a British machine, a single-seated fighter. Samples of it have been brought over from England, copies have been made in this country, and with our engines in them they have been flown and are now being tested. In a few days we will decide whether the machine will go into quantity production or not. The exact copy of the English Bristol with an engine of about the same power that they use in it in England has been brought over here, copies have been made, machines have been built and they are being flown.

Another machine now being tested was designed in Detroit by Captain Lepere, a French officer, who was brought over here to design machines equipped with Liberty engines. Three different machines of that type have been flown and are very promising.

There are at least two other types of machines that are being flown that we do not think it advisable to give publicity to, because they are not so far along that we feel satisfied that they are going through. We do not want to say that we have five types and come out with only three. These are all machines that can be made in quantity and of course it will take some little time to get them into production, but the work of design has been going on. Now we are using, contrary to the general supposition, many American designers of reputation.

The question here was asked if the services of Mr. Orville Wright were being utilized, and Mr. Ryan replied that they were, as Mr. Wright was an officer of the Dayton-Wright Company, which was making a large number of planes for the government and that the same remarks applied to Messrs. Curtiss, Vought, Martin, Willard, Loening and others.

Within a week the Pomilio Brothers, an Italian family of airplane designers, have come to this country. They have a number of very

effective types of machines in use in the Italian army. They were very successful designers and builders of airplanes in Italy, but they sold their business to the Ansaldo's, the big munitions people in Italy, and they have come over here. They have come to the United States to design planes to fit our engines and are established in Indianapolis and are at work. They brought about thirty designers and workmen with them.

The types of planes that we are building are fixed by the engines that we are going to build, for after all engines are the limiting factor.

We have increased the orders for Liberty motors from 22,500, when this bureau was formed, to approximately 50,000—that is the Liberty 12. We have ordered a large number of Liberty 8's, which were developed and set aside temporarily for the 12's, when the larger and more powerful engine was developed upon. We have contracted for some of the very best foreign engines, such as the Hispano Suiza motor. We are going into quite a large production at some of the best engine building shops in America with that engine. Our engine program is a large one. We are giving every inducement to engine builders who are at work on these things, and they have to be selected carefully because it is not every engine builder, no matter how successful he has been, who can build a high powered aeronautical engine.

We are fully up to the expectations on motor production that we had in May when this bureau was formed. Under present conditions it is impossible to obtain quantity production of a new motor in much less than a year, whereas a new plane can usually be produced in about six months. The Lepere plane has been flying for thirty days, but we are not going to say anything about the performance of a given plane until it has given such performance that we can talk about it. We cannot wait for war conditions to test machines. We have to test them under all conditions that we can supply short of war and depend upon it to pass the final tests.

The Fleet Corporation has decided to remove its lumber headquarters from New Orleans to Philadelphia. This was made necessary by the recent abolition of the purchasing production and transportation divisions, and the consolidation of their functions under the supply division. The offices of the lumber administrator and assistant lumber administrator are discontinued and W. J. Hayman, the former assistant administrator, is designated as head of the new lumber section with the title of general lumber supervisor.

The development in the production of Class B motor trucks has reached a stage where the motor transport service of the quartermaster corps is producing and shipping overseas a steady stream of these trucks. The first five of the Class B truck, which is a standardized truck of three to five tons capacity, were completed on January 8, 1918. The production of these trucks on August 17, 1918, was as follows: Shipped, 3,174; completed and O. K.'d, 2,404; completed but not inspected, 747; in process, 637, a total of 6,962.

Director General McAdoo has authorized publication of rates on furniture, carloads, between points within the state of Oklahoma on basis of the rates established by the Interstate Commerce Commission in the Shreveport case between Louisiana and Texas, and which now apply also between points in Texas. The only rates on furniture in carloads now applying between points in Oklahoma are the class rates, and these new rates will reduce rates in Oklahoma to the level of those applying in the adjoining states.

Building Operations

Orders have been issued that all work is to be stopped in connection with the converting of any of the National Guard camps into cantonments.

To give army and navy nurses a comfortable place in which to spend their hours of duty, the American Red Cross will provide special nurses' recreation houses at all large base hospitals, to cost about \$350,000. Contracts have been let for 40, several of which are completed and some more are under contract.

To complete the construction of the new balloon school at Lee Hall, Va. The allotment of \$203,000 has been approved by the Assistant Secretary of War. This balloon school is for the training of officer observers in the control of artillery fire from observation balloons. Lee Hall will be a finishing school for air service officers in aerial observation and will co-operate with artillery stationed there.

The construction division has been authorized to make additions to the Schenectady quartermaster interior storage at Schenectady, N. Y., which will cost \$1,495,500.

The assistant secretary of war has approved an allotment of \$103,850 for improving and extending Bolling Field, Anacostia, D. C. This field, on the left bank of the Eastern Branch of the Potomac, is being enlarged for the aerial patrol and protection of Washington, as well as to meet the training needs of the air service officers in Washington.

Two additional warehouses are to be added to the Columbus, Ohio, quartermaster interior storage depot. The estimated cost is \$800,000.

(Continued on Page 33)

Backs and Faces of Panels

Discussion of the Use of the Same Kind of Wood in Both Places.

THE FURNITURE MAN had sent out for one of his late productions in walnut panels to illustrate some points under discussion about the decorative features in face veneering. After the face work had been examined and talked about, a turning of the panel brought to attention the fact that the back as well as the face was made of walnut veneer. This started a discussion about the use of the same wood on the back as on the face, and brought out a point that is worthy of attention.

Consistency in appearance is one of the first things that come to mind, a harmony between back and front that is comparable with solid work. But this was not the point the furniture man brought forward, though he admitted that this matter counts. The point he made was that by using the same wood for the back of the panel that was used in the face there was less tendency for the panel to warp and get out of shape. It was a mechanical point, one of consistency in face and back woods for the sake of maintaining an even balance in strains and shrinkage.

Considered merely as a matter of mechanics, the point is well taken. Built-up panels, while they will neither warp nor shrink so much as solid panels, do shrink some, and they do manifest some disposition to warp, and cause some trouble. This is more likely to occur when the back is made of a different wood from the face, especially if it is a wood differing radically in texture and shrinking qualities.

It does not matter so much about the intervening center or filler, for it is generally reversed so that its swelling and shrinking tendencies are at right angles to the face wood. The front and the back, if properly balanced as to thickness, and well put on, will dominate the matter of warping, as both commonly run the same direction, and presumably will balance or counter-balance each other in the matter of strains and shrinkage tendencies. But there are other things to consider beside the purely mechanical. The difference in timber value is one important item. If it were not for this we might make up panels entirely of the same wood to have consistency of texture and thus make better work in gluing, and obtain substantially a solid wood effect because the whole body would be of the same timber. But most of our fine face veneer comes from wood too valuable for use as fillers and backs, and here the rub comes.

In some of our native woods, like gum, birch and oak, it is quite commonly practicable to select the better and finer figured for face work, and to obtain plenty of the same wood for centers and backs without adding materially to the cost of the work. This is more particularly true of gum and birch. In oak of such quality

as is cut into veneer we have a value enough above some other woods to make a call for centers at least of other stock. In the rotary cut oak one may get enough seconds from which to make backs without adding excessively to the cost as compared with using other wood, and where this can be done it is unquestionably advisable, both for consistency in appearance and for better mechanical balance. When we come to quartered oak, however, there is quite a difference. Only stock of best quality and practically clear is cut into flitches for quartered oak veneer, so the product from these contains a very small percent low enough in grade and value to justify use for backs. Even sheets with defects can be worked to smaller size and have the defects trimmed out and then be worth much more for faces than for backs.

When we come to walnut, mahogany and other woods of especially high merit, commercial value is involved that may easily outweigh the mechanical advantage of using the same wood for backs and face. There are many instances in the making of furniture of extra quality that is high in price where the use of this higher priced wood in backs may easily be justifiable. But that is a limited use, and for the larger quantity of panel production, including the use of such face woods, it should be practical to make good use of less expensive woods for the fillers.

From a mechanical standpoint the solution of this question hinges on finding other woods comparable with the face woods in the matter of shrinkage and warping tendencies. We need, for example, something to back up walnut and mahogany that will form a sort of mechanical balance with it. To some extent the same is true of oak, though here we have chestnut to help out if it is plain oak, while if it is quartered oak the shrinkage element is so reduced that it should be fairly easy to match it with whatever will serve to back up and match walnut and mahogany mechanically. Instead of being a matter of finding woods, it seems to be more a matter of so drying and treating the readily obtainable woods that they will be less inclined to shrink when used for backing. The finer face woods, walnut, mahogany and quartered oak, have but little tendency to shrink when prepared for use as face work, so when we can get other woods reduced to this state it should be practical to meet the mechanical requirements with any of several woods common in the veneer industry.

Finally, thickness enters as a factor. The highly figured face wood is generally used very thin, and now face wood regardless of figure in walnut and mahogany will generally be used thin to conserve the supply. This means quite a change in the matter of maintaining mechanical balance in built-up work. In many cases it

means five-ply instead of three-ply, and that in turn may mean using very thin stock on the back similar to that used on the face, or it may mean balancing the construction in the built-up body without a back to counter the face.

In using the finer face in the higher priced furniture, harmony as to outside woods and a better sentimental value will be obtained by using seconds of the face veneer in thin stock for backing. In this case, while the back may balance the face mechanically, neither will have enough weight in the structural element to count heavily, so the point of mechanical balance will not amount to much.

From present indications we are due by and by to come to the point where fine face wood will not be considered as a part of the structural element. It will be but the face finish, and if the same wood is applied on the back, there, too, it will be an outer finish and not a structural factor. Then the panel body, which will constitute the structural element, can be made of such combinations of woods and thicknesses as will insure the structural qualities desired regardless of the face, or of whether the same wood is used on both back and face. Then the question of whether to use face wood on the back or not will be, as it should be, purely a commercial one.



Letters from a Panel Boss—

A Reputation Is Worth More Than a Sheet of Veneer

Sept. 30, 1917.

Dear Jim,

Sure I am one busy bird these days. Between night school and hunting a house for me and Sue I dont hardly get time to roost a minute. Some of the boys kid me about being in a big hurry to get a house before I have got the wife for sure. But 2 months aint so long to get things in shape and I want a place all ready for Im sure of getting the wife. I dont see Sue so much now. Shes busy getting clothes ready, and when I kick and tell her I gotta see her, clothes or no clothes, she says, "Go on you old silly youll see plenty of me in a short time." Gee 2 months is a helualong time.

You tell me youve been making some test runs on glue. What do you want to make test runs for when you keep a record all the time? What good is a test run any way? When you make a test run you take good care to see that you get good results and waste no glue by using too much on the stock or spilling any on the floor. Then you figure and find youve got a spread of 25 or 30 square feet to the pound of glue. Now if you use this test spread as a cost figure for your work you are sure to be way off, because you made the test with more care than can be used in every day work. I left a system there for keeping records all the time, and if you keep these records you can figure any time how much the average spread is, and get right costs and leave nothing to guess work as to the amount of glue that is being used in regular working conditions.

Say Jim, we got something new in our glue room and it seems good. You might want to try it. There was an old 18 inch fan out in the storage shed that had been used to blow air into a drykiln. I asked the boss one day why we couldnt cut a hole in the glue room wall and blow out the bad air. He didnt cotton to the idea on account

of the notion that there mustnt be any draft in the glue room to do good work. But after some rag chewing he agreed to try it. So we put the fan up against the wall about 2 feet from the floor above, near the center of one side of the room and cut a hole in the wall. It has been going about 2 months and going fine. The room dont smell so bad because the smell is drawn to the fan and out of the room, and youd hardly notice any draft in the glue room. Of course the fan aint speeded up to what it would be if it was in some other place.

Yes Jim, I was on the carpet again to day, and after I got off in the bosses office I told a story to Mike Gibbons. Mike means well, but he lets things slip too easy, and I told him today that he better take a brace because there was a long cold winter coming soon when it wasnt pleasant to be hunting jobs even if jobs might be found. Cussed carelessness, Jim, that is the reason for lots of gray hairs in young fellers. Heres the tale of woe, so you will take care.

About the middle of the morning the boss came along and asked me to go to the shipping room with him. When we got there he pointed to one of our best walnut library tables and said that it had been returned by one of our good customers because of inferior work. I wasnt the only one there. It was a regular session with Phil Johnson, the foreman finisher, Ed. Ford, the cabinet foreman, and John Malo, the machine room foreman. The boss told us to look that table over and tell him how any such stuff could get through our hands.

It was our regular 802 table, and the top is made with a chestnut core, poplar cross banding, walnut face and back. Now the top of this table has been faced with two well matched pieces of crotch walnut that were joined in the center from end to end. Every 8 or 10 inches along the joint line were lines of very fine checks

in the varnish running from front to back. These checks lines were about an inch or so long.

We looked it over, and Malo thought something was wrong in the finish and Phil said that something had happened after it had been shtpt and they were trying to make us the goats. Ed. Ford was sure something was wrong but he couldnt guess what, and I was beginning to feel shaky in the boots, because I had seen that stuff before and was wondering how I could slide out from under easy. While the other fellers just looked the top over I had prest down in a few of the places where the varnish checks showed and found that the veneer was coming loose where it was jointed. So I felt sure that joint would show a tape on the under side.

So I told them and we got a knife and opened up the



WHAT GOOD IS A TEST RUN? THE ILLUSTRATION SHOWS HOW GLUE MAY BE WASTED IN EVERY DAY WORK. THIS CONDITION DOES NOT APPEAR IN TEST RUNS.

Are you making, or
are you consider-
ing the making of
airplane or sea-
plane parts where

*Spanish
Cedar* }
*Mexican
Mahogany* } lumber
*African
Mahogany* } or
veneer

will be used?

We have the logs

We have a modern veneer
and sawmill

We are experienced in man-
ufacturing such material.

Conclusion: You can entrust to us
your orders and be sure of delivery
within a reasonable time.

**Astoria Veneer Mills
& Dock Company**

Plant and Yard, Long Island City, N. Y.
General Offices, 347 Madison Ave., N. Y.

joint and found the tape which was stuck fast to the cross banding, but had let loose from the face. Jim, it dont matter what kind of tape you use for taping veneer joints you should always put it on the outside, because veneer will not stick so good to tape put there to hold the joints together as it will to a core or cross banding. You will prove this if you ever see any of this trouble, because when the veneer comes loose at the joint where the tape is on the under side it is not the tape that comes loose from the core or cross banding, but the veneer comes loose from the tape.

Of course I got a talking to, and then I got Mike Gibbons and showed him the work, and he got a talking to. He said it was a accident and that they got that face on before they noticed the tape was on the down side and they had let it go because they thought it would be all right and they didnt want to damage such a good piece of veneer. I told him that it would be a good thing to avoid accidents, but it would be a damsite better to damage some veneer than to damage the reputation of the company.

While writing I might as well bring in more on this. Now that cross banding stock is so hard to get we have to work it closer together, and I suppose you do too. So we tape small pieces together to make a large piece. Now if we are going to do good work when we make our top or panel we must make two operations of laying the crossing and the face. We must lay the crossing with the taped side up so that the tape will be sanded off before we put on the face. In that way we wont have trouble with veneer coming loose from the tape.

I think some day soon I will go to Chicago at the expense of the boss. There was a glue drummer in yesterday talking to the boss and me, and I asked him lots of questions. He said I was so interested that I ought to visit a glue factory some day and he asked me to see one in Chicago. The boss said it might be a good thing and he would see what could be done.

Your friend,

HEN.

A Trip Through the Glue Factory

October 14, 1917.

Friend Jim,

If you ever get a chance to visit a glue factory dont miss it. I was at one last Monday way out on the South side in Chicago. The glue drummer I told you about fixed it up with the boss and met me in Chicago early and took me out. It was a great treat, but I have night mares most every night since. That glue feller spent all day with me and while I didnt see everything he told me a lot more. To watch the whole business of making glue from start to finish would take weeks.

Some parts of the glue works are ugly looking and some not so bad. When you see once how the stuff is made and what it is made from you will wonder how they get as good glue as they do and you wont wonder why there are so many different grades. Every night

when I get into bed I cant help thinking of of the wet stone floors, big steaming tanks, and piles of cattle heads, jawbones, ribs, pieces of hide, shoulder blades and other stuff brought in to make glue. It is no place for pleasure trip but for learning it is a good place to visit.

They say if all these bones and things wasn't used for glue and fertilizer so the packing people could make something out of them, wed have to pay more for meat, but that because they get a good price for these by products they can sell the meat cheaper. May be that is so, but meat seems to go up in price every year same as glue. I'll tell you some of the things I saw. I couldnt tell them all if I was to write for a week, and it is hard to write because there are lots of things I cant explain.

The bones are crushed in a big machine and put in big tanks under a low steam pressure for a while. Then hot water is run in and the stuff stays steaming for an hour or so. Then they draw off the liquid and evaporate it, or hold it for what they call the next run. This operation is gone over several times and takes all the glue stuff from the bones. What is left in the tank is dried and used for fertilizer purposes.

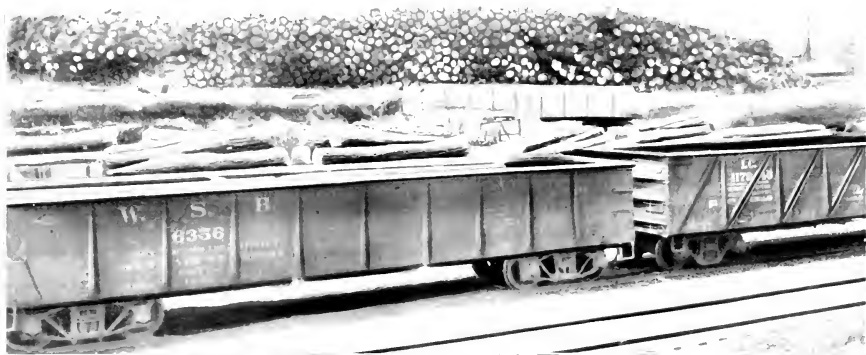
With hides they do different. These with sinews and skin trimmings are put into lime vats and given a treatment that lasts several days. The stock swells up and feels more or less like rubber. The lime is used to loosen the hair from the hide and to prepare the hide to give up all the glue it will. After the liming is over they do something they call washing with some acid to kill the alkaline stuff that comes out of the lime. Then it is ready for cooking or boiling.

Then comes some very important work and we fellers that use glue dont want to think we have more hidden troubles than some other fellers. The other chap has his to, but we cant see them. Thats the difference. Water will boil at 212 degrees, but they say it must be hotter than that to boil glue stock. Now the funny part is that the man they call the glue boiler dont want 212 degrees of heat on his glue stock. He works hard to keep the temperature down, and so soften and dissolve the stock to the point of giving off what they call liquor. Id hate to take a shot of that booze. They say the lower the temperature and the quicker the stock dissolves, the better the grade of glue that comes. To much and to long a heat not only makes a weaker glue but is apt to be the reason for that foaming the glue user runs into in the shop.

After cooking the glue for a time the liquor is drawn off, the stock covered with water again and cooked until the boiler is satisfied he has all the glue out of the stock. Id like to explain the evaporating machine but its too much for me and any way you have to see them things to understand them. Then you aint always sure you know. After the evaporating process is over the glue liquor is run into a chill room to cool it and make it turn to a jelly as quick as possible. The temperature of the chill room is about 42. They have to take care not to freeze the glue jelly or it will be no good. So you see

WE NEED WALNUT LOGS *for* GOVERNMENT PURPOSES

You will be assisting our
Government by advising us of any
Walnut logs or timber you know of



Pickrel Walnut Co.

St. Louis, Missouri

WALNUT LUMBER, DIMENSION STOCK AND VENEERS

The Dean - Spicker Co.

Manufacturers of

VENEERS

Oak—Mahogany—Walnut

AND

LUMBER

22nd St. and So. Crawford Ave.
CHICAGO

PERKINS GLUE COMPANY

SOLE MANUFACTURERS
AND SELLING AGENTS

PERKINS

Vegetable Veneer Glue

(PATENTED JULY 2, 1912)

805 J. M. S. BUILDING
SOUTH BEND, INDIANA

they are up against it in making glue. If to much heat is used it spoils the glue and if to much cold is used it spoils it to. The liquor is run into molds in the cool room and gets almost solid like a good stiff jelly. After it gets hard they take it to a cutting room and take it out of the molds and cut it into blocks. The blocks are passed through a cutting machine which makes very thin slices. The slices are spread out to dry in what they call a drying alley.

They say the drying is the most important part of glue making. The jelly contains lots of water and this must be dried out quick or the jelly will get rotten. So they spread the slices of jelly on sheets of wire netting that are so fixed one above the other to save space. Way down the alley is a large blower near some steam pipes. They keep the air blowing through the room at a temperature of 60 to 80 degrees, depending on the weather. They say that this temperature is a very dangerous one for glue and they have to watch it night and day to keep it from getting dark and turning sour. You see if the air contains to much moisture and the temperature gets too high the glue will get soft and run through the netting. Then if the air is moist and the temperature to low the jelly wont dry fast enough. If it is left in the alley too long it gets brittle as it shouldnt do until it gets to the last dry room.

The last dry room has no blower, only regular circulating air, but it is hotter here than in the alley. After the sheets are sure dry in this room they are ready to pack. Some time glue is packed in sheets just as it comes from the drier. Some times it is made in flakes by putting it into a machine, and some times the flakes are run through another machine to make ground or granulated glue. Then such fellers as you and me get it and cuss it or praise it according to how it works.

Well Jim this is a long letter and you may not like it, but I sure wouldnt have missed that trip for a good lot even if I do see animal skulls and other wild things in my sleep some time.

Your friend,

HEN FLASCH.

Veneer Situation in England

The London Timber News says that the shortage in veneer is beginning to be felt in England. The paper adds that little has come forward recently, and as to what will be shipped in the near future nobody can say. Importers would like to see a little more of the wood, as it is wanted very badly for many kinds of work. They will, however, have to wait until the government affords the shippers the necessary facilities of getting the wood over. The great thing, of course, is the question of tonnage. Boats at the present moment are being utilized for other purposes which are considered of paramount importance, and until some of these steamers can be spared for commercial purposes the plywood trade will have to go without fresh imports. It is, however, very gratifying to know that shipbuilding is going on apace and that as these new steamers are launched they are for the most part being requisitioned for trade. The wooden built craft will be most useful for timber carrying, and consequently a fair number may be utilized for this purpose.

The manufacture of plywood is increasing in America and also

Pigment Figures in Veneers

Caused by Deposit of Coloring Matter in the Fibers of the Wood



NO SATISFACTORY EXPLANATION has ever been given of the causes which produce the shaded figures in gum and walnut. The figures are due to the irregular deposit of pigments in the fibers of the wood while it is growing, or at least while the trees are still alive; but it is not known why the coloring matter is deposited in a manner so irregular and apparently at haphazard, and yet in a way to produce patterns, no two of which are exactly alike, yet with a general similarity visible in all.

Walnut and gum are the best known woods displaying figures of that kind, but there are others. No others, however, are of general use in this country. Gum has no figure except that formed by the deposit of pigments; but walnut has that figure and likewise one due to the annual growth rings. It may combine the two in the same piece of wood. But when gum shows any figure it is that formed by pigments or coloring matter which makes some portions lighter or darker than others.

This figure is not present in all gum and walnut trees, and it is nearly always absent or very pale in young timber. It appears to be a result of age, and not to be a development while the wood is being formed, but a deposit in the fibers later in life. Usually, the figure is strongest in mature trees, from which fact it may be inferred that the deposit of pigment is a secondary process that does not take place until some time, often many years, after the formation of the wood.

The reason why some trees never have any figure, while others growing in similar situations and under like circumstances possess it in abundance, is a mystery which has not yet been found out. The soil in which the tree grows has been supposed to have something to do with it; yet other trees of the same kind, standing in the same soil, have no figure. Size and age are often given credit for figure of this kind; yet other trees of equal size and age lack it.

It is possible, by the use of certain chemicals, to bleach out or at least partly destroy the figure on the surface of gum or walnut, seeming to prove that it is due to a coloring matter acting upon the wood, but not part of the wood substance.

Gum's figure more nearly resembles Circassian or English walnut than the black American walnut. The American walnut's figure is usually darker, and not infrequently the annual rings are more distinct than those of foreign walnut. Gum may be finished to resemble the Circassian wood in color, and when the figures are well matched, it is often difficult to tell gum from walnut. This is particularly so if the figures are artificially doctored to make those of the two woods look alike.

The pores of walnut are larger and more conspicuous than those of gum. It is very difficult to see gum's pores

without the use of a strong magnifying glass, but walnut's are often apparent. If a question arises whether a polished panel is gum or walnut, it is well to examine for pores, as a help in the identification—but as a help only, not as a sure guide. If pores can be seen with the naked eye, the wood is not gum, and so, if it is either gum or walnut, it must be walnut. Pores are pretty hard to imitate well enough to deceive a person fairly well acquainted with walnut, although attempts at such imitation are sometimes made for the purpose of passing gum for the Circassian wood. If judged by figure alone, one of these woods might be mistaken for the other, but that can hardly happen if both figures and pores are carefully examined.

The heartwood of black walnut is darker than the heart of gum, and that feature is generally sufficient to distinguish one from the other; but the difference in tone of the heart is not quite so marked between gum and Circassian walnut, though as a usual thing this walnut's heart is somewhat darker than that of gum. The surface of a polished panel of Circassian walnut is brighter than that of gum, and a little experience and careful observation ought to enable a person to distinguish these woods by that characteristic alone, but it cannot be done without experience. It is not probable that gum with natural finish is ever mistaken for black walnut. The differences are too apparent; but the appearance of the gum might be changed by artificial means so that gum would pass for black walnut.

It may be noted that there is less disposition now than formerly to pass gum off as some other wood. Before its reputation was well established it was extensively employed in imitations; but it no longer needs to go to market in that way. It is known under its own name, and sold on merit, and it may be said that it has honestly won its title as the most widely used American veneer wood. In quantity, the plain stock greatly exceeds the figured. Each kind has a field of its own.

The temporary disappearance of Circassian walnut from market, because of the war, and the unprecedented demand for black walnut as propeller blades for airplanes and as stocks for guns, have given gum a new opportunity in the field of figured veneers.

Circassian walnut is the costliest wood regularly manufactured into veneer in this country. Before the war the cost of good figured logs was approximately \$315 a thousand feet, about three times as much as mahogany. At present little of this walnut is obtainable because of the war, and it is not easy to say how much it would now cost. Ordinarily about half of the veneer output is rotary cut, and half is sliced. Most of the veneer is cut one-third of an inch or thinner. It is all used as outside or finish, as it is too costly to use in concealed situations.

The buildings will be 120 feet square and 15 to 16 feet long with the wall concrete floors and wooden roof.

The tuberculous hospital at Santa Ana, N. C., is to be enlarged. Instructions have been issued by the medical division to erect buildings which it is estimated will cost \$200,000.

Instructions have been issued to the architect at the base hospital located at Fort San Helder, A. C. The estimated cost is \$237,420.

The Bureau of Industrial Hygiene and Sanitation announces that the Casper Ranger Construction Company of Detroit, Mass., has been awarded the contract for the construction of 206 huts, providing accommodations for 422 families of troops. The project is to care for employees of the Fore River Shipbuilding company.

To provide for the needs of the army, the construction division has undertaken since April, 1917, a total of 324 operations and now has in

progress 1,642 huts. The total cost of this program is estimated to be \$10,000,000.

The United States Government is to build 100,000 huts for the use of the War Department of the Navy Yard at Mass. The United States Government is to build 100,000 huts for the use of the War Department of the Navy Yard at Mass. The United States Government is to build 100,000 huts for the use of the War Department of the Navy Yard at Mass. The United States Government is to build 100,000 huts for the use of the War Department of the Navy Yard at Mass.

The other company for the Puget Sound Navy Yard, which is located in Everett, Wash., is the one of the housing huts at Puget in which is located company. The navy yard has had to draw material from Seattle. This involves a two-hour trip morning and evening each with

no proceeding this, but makes maximum production an impossibility.



Properties of Philippine Mahogany



Editor's Note

An article by Samuel J. Record on "Foreign Woods for Philippine Mahogany," published in *Hardwood Record*, July 10, 1915, elicited a reply from Herbert Mead, Vice-president of the Indiana Quartered Oak Company, New York. Mr. Mead's reply contains some interesting results of his mahogany. In order to place before the public both sides of the report, it is printed below.

The article by Samuel J. Record, in your number of July 10, 1915, entitled "Foreign Woods for Airplane Propellers" has just come to our attention.

This article, which has doubtless been widely read, will work serious injury to the concerns in this country, handling Philippine mahogany, of whom we are one. It could not have been more cleverly written to prejudice a reader, unfamiliar with the wood itself, against Philippine mahogany, if it had in fact been dictated by the bitterest opponent of Philippine mahogany, among the old line mahogany men.

Mr. Record has compared the poorest Philippine mahogany with the best African and Mexican, by carefully describing the faults of the worst pieces of Philippine mahogany it would be possible to find, and at the same time allowing the reader to believe that similar poor stock is not found in African or Mexican.

As a matter of fact, we all know that some African mahogany is soft, full of fine cross breaks; some is full of wild cross grained twist unworkable wood. We also know, at least all of us who have actually handled the three woods as I. Q. O. Company has done, that there is some Mexican, Honduras or Nicaraguan, which is almost as light and soft as basswood and not so strong; that there is some of it so punky that it is impossible to make a clean cut across the grain with an ordinary sharp jackknife, even though the wood gathering in front of the edge of the blade, etc., etc.

These facts were omitted from Mr. Record's article on airplane-propeller stock, and rightly so. Why then, should he favor Philippine above the others?

Mr. Record also states that "the woods sold as Philippine mahogany are causing propeller makers and inspectors more trouble than all others combined." This very broad statement, he qualifies by adding "due largely to the question of identification." We believe Mr. Record has been misinformed in making this statement, as it has been repeatedly stated to us by propeller inspectors familiar with all three woods, that the Philippine mahogany (Tangile) being obtained from an averages superior in strength to the average of either Mexican or African that they are at present receiving.

There seems to be no question as to the superiority in smoothness of grain, evenness of texture and freedom from cross grain and wind breaks, of the Philippine tangile over the other mahoganies. As to the matter of identification, there is no particular difficulty, so we are informed by these inspectors, any more than there is in deciding which particular kind of African mahogany is offered them.

Actual tests of propellers made of our Philippine mahogany have stood up far above the requirements called for by the department. We enclose herewith, for your information, copy of report of test made on two Philippine mahogany propellers. You will note the last paragraph states: "As far as can be determined in the laboratory, tangile mahogany is suitable as a propeller wood and is apparently equal to true mahogany for this purpose."

We also enclose copy of report of tests recently made, comparing tangile with Mexican and African mahogany, in strength tests. You will note that the result of these tests did not leave tangile at the foot of the list by any means.

Mr. Record states "in their native markets, the woods are not permitted to be sold as any kind of mahogany, but unfortunately, this rule does not apply to the export trade." This statement is a very misleading one, and one very damaging to the concerns in

this country handling Philippine mahogany. The Philippine wood sold in the Philippines by the manufacturers there is the low grade stock which is unsuitable for use in the states, and this is run into construction timbers, 2"x4", 2"x6", etc., and is sold there for the same general purpose that oak, hemlock or spruce timber would be sold in this country, viz.: for construction work of various kinds, railroad ball stock, and all sorts of work where strength is required and high quality is not.

This statement of Mr. Record's that it is "unfortunate" that Philippine mahogany is permitted to be sold as Philippine mahogany, in this country, we think, is an exceedingly unfair one.

Philippine mahogany is not a true mahogany botanically. That, we have admitted, and stated, thousands of times. Neither is African mahogany a true mahogany, botanically, nor many of the mahoganies now on the market. As anyone familiar with the various woods on the market here can tell you, some of the very finest and highest price wood ever sold here is not true mahogany botanically, where some of the very poorest and most punky, worthless stock that has ever been delivered under the name of mahogany, has been true mahogany, botanically.

Mr. Record goes on to say that the principal objections to Philippine mahogany are difficulty of seasoning, tendency to warp and check and rather poor cabinet qualities. Then, he goes on to describe some of the poorest wood that it is possible to find in the Philippines, giving the reader the general impression that the wood being sold to propeller makers at the present time, is of such a character. This is entirely untrue. The wood being sold by us to the propeller makers at the present time is of a smooth, even texture and firm grain. It shows no tendency to warp and check any more than that shown by any other mahogany. Its seasoning qualities are excellent as we can prove to you by showing you the lumber itself or as we will be glad to prove to you by letting you talk to customers of ours in various lines, who have used it for pattern work, boat work, trim work, propellers and almost everything else that it is conceivable that the wood might be used for.

As stated in the beginning of this letter, Mr. Record's article is certainly very unjust to Philippine mahogany as a wood, and also to the various reputable concerns in this country, handling it. Anyone reading the article, not familiar with the wood itself, certainly would never purchase any Philippine mahogany, and we think it is due us and other concerns handling the wood in this country, that you correct in some strong manner, the erroneous impression which undoubtedly has been caused by this cleverly written article.

Yours very truly,

EDMUND QUARTERED OAK COMPANY,

Herbert Mead, Jr., Vice president.

NICOLA STONE & MYERS COMPANY, Cleveland, Ohio,

INSULAR LUMBER COMPANY, Manila, P. I.

ROBERT DOLLAR LUMBER COMPANY, San Francisco, Cal.

The first government report referred to by Mr. Mead was dated June 3 of this year and was made at the Washington navy yard. It follows in substance:

The object of this report was to determine whether or not Philippine mahogany is a suitable wood for propellers.

The propeller used is a 2-blade tractor designed and built by the Lang Propeller Company, for use on the R-6 or R-9 plane with the Liberty engine. The propeller is made of Philippine mahogany from the Province of Tangile which is known as tangile mahogany. It is similar to

Bataan mahogany which also comes from a Philippine province. The propeller is 9.5 feet in diameter with a 5-foot pitch. The tips are of brass, fastened with screws soldered in place.

On April 13 the propeller was run for 3 hours and 10 minutes on Liberty engine No. 43. The average speed was 1550 r. p. m. and the maximum speed was 1608 r. p. m. at the beginning of the run, falling off to 1374 r. p. m. at the end of the run. After this run the propeller was allowed to stand in a horizontal position until April 15. On April 17 the propeller was again run for 2 hours at an average speed of 1607 r. p. m. April 18, the propeller was placed on the roof of the laboratory, in order to determine the effect of exposure to the weather. It was allowed to remain there 40 hours. During the greater part of this exposure test a light rain was falling and for a short time it rained very heavily.

The propeller was then sent to the Anacostia station where it was kept until May 21. During most of this period it was kept on a rack in a vertical position, but for a short time, it was mounted on an R-6 seaplane on which it was run 15 minutes in the air (at about 1700 r. p. m.) and 23 minutes on the bench (at about 1500 r. p. m.).

At the end of the series of tests above described, the measurements were tabulated on a large sheet and the differences between the original measurements and the measurements after each test were computed.

A summary of the tests above described follows:

Test No.	Time of Start	Time of Close	Measurements of new propeller.
1	Apr. 3, 1918	Apr. 3, 1918	Run 3 hrs. 10 min. on Liberty.
2	Apr. 13, 1918	Apr. 13, 1918	Run 2 hrs. on Liberty.
3	Apr. 17, 1918	Apr. 17, 1918	40 hrs. on roof of laboratory.
4	Apr. 18, 1918	Apr. 20, 1918	41 days at Anacostia, including 15 min. run in air and 23 min. run bench.
5	Apr. 20, 1918	May 21, 1918	

No change in any of the dimensions, greater than the unavoidable error in measurement could be detected after any of the tests. The only defect noted during the whole series was one slight crack in each blade after test No. 4 the exposure of 40 hours in the rain. The cracks were in glued joints and extended from the brass tips for a distance of about 18" toward the hub. They were located at about the middle of each blade, on one side only. These cracks were slight openings of the glued joints due to the exposure to rain, and were not over 1/64 inch wide and 3/4 inch deep. They did not appear to impair the strength of the blade and this was borne out by the fact that the propeller stood up well in the subsequent tests in flight.

As far as can be determined in the laboratory, tangule mahogany is suitable for use as a propeller wood and is apparently equal to true mahogany for this purpose.

H. S. McDEWELL,
Per C. F. TAYLOR.

The second report, under date of July 26, 1918, was made by the Forest Products Laboratory, Madison, Wis., and appears in substance below:

U. S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE

Date, July 26, 1918 Project No. Misc. N. D.
Forest Products Laboratory, Madison, Wisconsin

MECHANICAL PROPERTIES OF TANGULE (No. 3667)

Average Values	Ref. No.	Tangule		African Mahogany	
		No. 3667	Prev. Tests	Prev. Tests	Prev. Tests
Moisture—Per cent	1	17.3	15.0	15.0	
Specific gravity—Volume as tested	2	.542	.54	.50	
Specific gravity—Oven dry volume	3	.577	.54	.50	
Shrinkage, in Volume—Green to Oven dry—Per cent	4	.....	.....	.....
Shrinkage, Radial—Green to Oven dry—Per cent	5	3.8	3.5	4.8	
Shrinkage, Tangential—Green to Oven dry—Per cent	6	6.5	4.2	5.5	
<i>Static Bending</i>					
Fibre Stress at E. L.—Lbs. per Sq. In.	9	7260	7000	7100	
Modulus of Rupture—Lbs. per Sq. In.	10	10730	10600	10400	
Modulus of Elasticity—1000 Lbs. per Sq. In.	11	1490	1300	1400	
Work to E. L.—Inch—Lbs. per Cu. In.	12	2.1	2.2	.....
Work to Maximum Load—Inch-Lbs. per Cu. In.	13	10.1	9.1	10.3	
<i>Impact Bending—50-Pound Hammer</i>					
Fibre Stress at E. L.—Lbs. per Sq. In.	11060	10929	11800		
Modulus of Elasticity—1000 Lbs. per Sq. In.	1818	1581	1610		
Work to E. L.—Inch-Lbs. per Cu. In.	19	3.8	4.28	4.8	
Drop causing complete failure—Inches	20	35	26	22.7	
<i>Comp. Parallel to Grain</i>					
Crushing Strength at E. L.—Lbs. per Sq. In.	23	4430	4415	.....
Maximum Crushing Strength—Lbs. per Sq. In.	24	5930	5500	5160	
Modulus of Elasticity—1000 Lbs. per Sq. In.	25	1716	1525	.....
<i>Comp. Perpendicular to Grain</i>					
Crushing Strength at E. L.—Lbs. per Sq. In.	26	1113	1000	900	
<i>Hardness—Ball Test</i>					
End—Lbs.	27	775	1049	.....
Radial—Lbs.—Side	28	.....	.....	.....
Tangential—Lbs.	29	858	860	730	
<i>Shearing Strength</i>					
Radial—Lbs. per Sq. In. Parallel	30	.....	.....	.....
Tangential—Lbs. per Sq. In. to grain	31	1294	1420	1270	

NOTE—Specific gravity and per cent of moisture in all cases based on oven dry weight. Per cent of shrinkage in all cases based on green or maximum dimensions.

Prepared by F. L. F. Checked by C. E. D.

Conservation Is a Question of Value of Materials to Be Conserved

There has been a good deal of agitation in this country in favor of conservation and very much against the wicked, dollar-chasing lumberman. No one suffers from waste in the woods more than the lumber operators, for they pay for the trees and pay for the cost of clearing the waste from the cut-over lands and for the timber destroyed by fires originating in slashings. Lumbermen have repeatedly and frankly expressed themselves as heartily in favor of conservation, but have denied that the mere fact of their owning the trees makes it imperative that they jeopardize their businesses by carrying on their operations in a manner that would aid conservation from a theoretical standpoint but would prove disastrous to the lumber industry.

There are exceptions to the general case, but these exceptions definitely prove the lumbermen's contention, for they are made possible only because of the high price of the materials involved.

The average tree is cut with a reasonable stump height that eliminates from the first log lengths the undesirable wood structure. On the other hand, in the production of walnut veneers and lumber, gnarled wood found at the base of the butt log is often due to the particular growth and color-characteristic of the most valuable part of the tree. Therefore, the walnut stump is cut practically on a level with the ground, and, in fact, is frequently dug up and shipped minus the roots right along with the butt logs. This is possible only because a sufficient return can be gotten for the product to justify the expense of utilizing the whole of the tree.



CONSERVATION IS POSSIBLE ONLY WHEN IT IS GOOD BUSINESS. A WALNUT BUTT IS USUALLY CUT LOW.

The Mail Bag

B 1199—Maple Logs Wanted

New York, N. Y., August 29. Editor *Hardwood Record*.—We have an inquiry calling for the info. as to material and we shall be very glad if you can put us in touch with some one who can supply these goods.

I enclose of maple log, 8' long and the largest possible diameter. These logs must be straight and without knots, grain very smooth, and lumber to be perfectly white, and not cut.

I enclose of birch-logs and curly maple logs, in equal proportions, same size and remarks as for the preceding logs.

B 1200—Fir Panels

Chicago, Ill., August 22. Editor *Hardwood Record*.—Will you please name us the manufacturers of 3" and 5" in colored panels?

Clubs and Associations

Convention of Purchasing Agents

The third annual convention of the National Association of Purchasing Agents will be held at Detroit, September 23, 24 and 25. The convention headquarters will be at Hotel Post-Hartrain. While a suitable amount of entertainment and diversion is included in the arrangements, the gathering will be primarily a war convention. The topics assigned for discussion deal largely with the part which industrial purchasing agents may take in serving the interests of the country at this time.

Plow Makers Meet

The plow and tillage implement department of the National Implement and Vehicle Association held a meeting September 6 at Hotel LaSalle, Chicago. Among the matters considered was the schedule of manufacture recently handed down by the conservation division of the war industries board. The labor supply and conditions affecting materials received much attention in the discussion.

Postpone National Retail Convention

The second annual convention of the National Retail Lumber Association has been postponed on account of the draft, the date falling on September 12. The convention, which is to be held in Chicago, was previously announced, and will take place on September 18 and 19. The program, place of meeting and other details of the meeting remain the same.

Wagon and Sled Manufacturers Meet

On September 4 the farm wagon department of the National Implement and Vehicle Association met at the LaSalle Hotel, Chicago, and a meeting of the hobsled manufacturers was held at the same time and place. A number of sleds were on exhibition as samples built according to standard specifications with a view to their adoption by the industry. The wagon meeting discussed the manner in which standard wagons shall be placed on the market.

Reports were made by the chairman and secretary. Luncheon was served at one o'clock, after which an address was made by R. W. Lea. Papers were read on wagon and truck warranty and a uniform wide tire law.

National Safety Council Meets

A five days' session of the Council of National Safety will be held at Hotel Statler, St. Louis, September 16-20. An elaborate program has been prepared and the topics are of vital interest and persons of national reputation will take part. The conservation of life and limb by lessening loss from accidents is the purpose of this organization. Such is of particular importance at this time. Long casualty lists come from the battlefield and can not be prevented if we are to fight to victory; but other long lists attract less attention because they are made up of accidents in factories, one here, one there. The meeting in St. Louis will discuss these matters and try to find ways to lessen losses at home. Four papers are on the program and they promise to be of special excellence, each by an expert in his line. These four papers are as follows:

The Real Problem of the Safety Engineer.
How to Organize for Safety.
Modern Methods of Safeguarding.
Does the Attitude of the Foreman Determine the Success of the Safety Engineer?

A number of other talks and papers on particular topics will be given.

Export Department for Traffic Association

The export department of the Southern Hardwood Traffic Association is regarded as assured, following adoption of resolutions at a recent meeting of the governing board declaring in favor of an advisory committee of fifteen members. There will be a small executive committee of three, of which George C. Ebbmann of Memphis, is chairman. The other two members of this smaller committee will be selected from the larger body. The larger committee has been decided upon in order that the association,

in conducting the important department, may have the benefit of the advice and counsel of the more important exporters of the southern hard wood.

The department will have charge of rates, charts, market, statistics and all other phases of export and consular correspondence. It will export lumber and forest products, and it is anticipated that it will not only do this but also facilitate such movements but that it will not concern the handling of this business.

Members of the association in Memphis are enthusiastic to over the decision to establish this department and it is not anticipated that any hitch in the negotiations to that end will be encountered.

James E. Stark, president of the association, who has just returned from an extended trip to Chicago, will announce the personnel of the advisory committee of fifteen within the next few days. The other two members of the executive committee will be chosen from the advisory committee.

Traffic Branch Elects New Governors

The branch of the Southern Hardwood Traffic Association at Helena, Ark., has elected an entirely new board of governors for the year beginning September 1, as follows:

W. H. Howe, Howe Lumber Company; A. M. Richardson, A. M. Richardson Lumber Company; J. W. Denton, J. W. Denton Lumber Company; E. F. G. Horn, Page-Horn Lumber Company, and Dale Welsh, American Coysage Company.

The board will perfect organization in a few days by the election of a chairman, S. H. Swanson, Archer Lumber Company, is retiring head of this branch.

J. A. Koehler, who has been in charge of the branch at Helena since its organization about a year ago, will continue to serve in that capacity.

Members of the association at Memphis are very much pleased with the work done by the board at Helena and the members of the organization at that point are likewise enthusiastic over the splendid service it has rendered. There are twenty members of the branch, all of whom are identified with the parent association.

J. H. Townsend, secretary-manager, announces that the branch office at Alexandria, La., in the interest of members of the association in Texas and Louisiana, will be opened some time this month.

The association is contemplating opening offices at other points in the hardwood producing and distributing territory but is not yet ready to make definite announcement as to points selected.

Grand Rapids Association Holds Annual Picnic

The annual picnic of the Grand Rapids Lumbermen's Association has always been a distinctly unique affair in lumber circles. The occasion has become quite an institution in Grand Rapids, and the turnout is always large, regardless of the circumstances.

In spite of the effect of the war, the attendance this year was excellent, as the picnic committee, composed of Herb Schneider, chairman; Arthur Manning, Glen Fitzgibbon and Carl Schneider, had prepared things in a most satisfactory manner.

The event took place at the Grandview Auto Club, Saturday, September 7. One hundred and twenty picnickers left Fulton Street at 1:15 in twenty cars owned by the various members and arrived an hour later at the auto club house.

In the beginning there were sportive events for the ladies, men and children, the program here consisting of the usual line of amusing and interesting exercises.

The stellar feature was a baseball game between two teams captained respectively by Charles Dregge and Ed. Holland. The program stated that the umpire would be selected by popular vote by the two teams, but Dave Wolf was named.

The events were as follows:

50-Yard Dash for Ladies: 1—Irene Atwood; 2—Genevieve Atwood; 3—Gwendolyn Atwood. (An athletic field all right.)

50-Yard Dash for Men: 1—Adrian Noortbeck; 2—William Vershuis; 3—Baker.

50-Yard Dash for Ladies and Boys: 1—Robert Holland; 2—Florence Huber.

Balloon Race for Girls: 1—A very windy affair. 1—Susie Noortbeck.

2—Marjorie Manning; 3—Sophia Van Dulst.

Three Legged Race for Men: 1—Adrian Noortbeck, William Vershuis; 2—Theodore Manning, Russell Fossett; 3—Bert Talbot, R. T. White.

Spewdy Candy Grab Contest for Children—A sweet event: 1—Sophia Van Dulst; 2—Marceline Bonin; 3—Carrie Hoffman.

Leap-Frog Race for Men: 1—Al Ebers, Bill Korte; 2—Frank Martin, E. G. Profontant; 3—Bert Talbot, R. T. White.

High Jump Race for Children—A serious proposition: 1—Adrian Noortbeck, Miriam Harrington; 2—Gerald Baker, Sally Givens; 3—R. T. White, Marie Van Kuelen. All couples later captured and returned to camp.

Barre-Boxing Contest for Men: After many semi-finals and finals—Champion, Al Ebers.

Boxing Contest for Men: Under a severe strain Captain John Nigswald.

Indoor Baseball Game: An unusually exciting and keenly contested event by Ed. Holland and the umpire in an extra inning. Score: 18 to 19. Umpire—John Wood.

Dinner was served at 6:30 in the evening at the club house and was followed by a talk by Mr. Wishart and by members of the association and by reading of letters from home boys in France.

Prizes for the various events were then distributed, after which dancing was the main feature until well along into the evening.

Everybody reached home before midnight.

Pertinent Information

Dunnage Agents Appointed

The British Government has appointed the Lucas E. Moore Stave Company of New Orleans, to act as exclusive dunnage agents at the ports of New York, Philadelphia, Norfolk, Savannah, Mobile and New Orleans, to cover the handling of all lumber and staves to go abroad by British vessels from the mentioned ports.

Speedy Work on Special Order

Hoffman Bros. Company, Fort Wayne, Ind., have made a rather notable record in the production of ash lumber on a special order.

A short time ago the company received communication from a Cleveland house asking it to get out certain specifications in ash up to a certain quantity. The order was received on a Friday afternoon, at which time the company did not have at its Fort Wayne, Ind., yards any ash logs from which the product could be produced.

The wheels were started turning immediately, however, and on Sunday night the logs arrived after a trip of 154 miles from where they had stood in an Ohio woods, the trip being made in the company's specially designed motor truck and trailer illustrated herewith with the logs in question. The trailers carried a total of 3,300 feet of ash logs or about 25,000 pounds, making a fair average load.

The material was quickly put through the mill and then hauled away to another part of the town to be dressed. The entire shipment of the finished product was received via motor truck at Cleveland on Tuesday evening, following the receipt of the order, Cleveland being 187 miles from Fort Wayne.

Wood in Quick Construction Work

If speed is desired in construction work, use wood. Chicagoans saw the truth of this statement in the last few weeks through the use of lumber in the building of the war exposition structures on the lake front, in Grant Park. Within less than three weeks, actual building time, buildings covering ten acres were completed. When the doors of Chicago's war exposition opened on Labor day, a result impossible through the use of any other building material had been obtained.

Government Demand Stimulates Lumber Production

In view of recent discussions of government lumber prices, it is interesting to note that the Treasury Department in a report to Congress on profiteering takes the position that lumber production has been stimulated by the sudden enormous government demand for lumber for war purposes, and has yielded profits several times larger than in normal years to timber owners, millmen, distributors and retailers.

Short Line Railroads

Early in August the director of railroads, W. G. McAdoo, issued the following order regarding the operation and management of certain railroads. It is known as Circular 46:

Effective July 29, 1918, the short line section of the division of public service and accounting has been created, and Edward C. Niles has been appointed manager, with office at Washington, D. C.

The short line section will be charged with the duty of seeing that short line roads which are being operated by their owners whether under Federal control based upon contract or whether definitely relinquished from Federal control receive a fair division of rates, fair treatment in the routing of traffic, and a reasonable share of the available car supply, and such other cooperation from the United States Railroad Administration as is consistent with present war conditions, and that in general in their relation to other railroads they are fairly dealt with.

Chinese Lumber Market

A recent consular report says that the difficulties encountered in keeping the Chinese market supplied with lumber made the past year a most unusual one. Owing to transportation difficulties the imports of Oregon pine amounted to only 29,000,000 feet. The demand far exceeded the supply, and as so-called Oregon pine is now the basic wood for modern construction work in this country the market remained firm throughout the year, with the result that large profits were made. Substitutes were sought among native timbers and about 18,000,000 feet of yellow and white pine were secured from Antung. This pine is similar to that of Michigan and Wisconsin.

On account of the high prices of softwoods, Philippine hardwoods found a readier sale than usual, luan, aptong, and palosapis being freely in demand. Of these woods 4,000,000 feet were imported into Shanghai alone, Tientsin taking about 1,000,000 feet. The market created for these hardwoods is likely to be maintained, as the Chinese like the high-grade hardwoods and will continue to use them for interior finish in their buildings.

As a substitute for Philippine hardwoods oak was extensively used, about 3,000,000 feet coming from Japan and 1,000,000 from Manchuria. Almost all of this cargo was prepared in mills in Shanghai and from there distributed among treaty ports on the Yangtze and through Tientsin. Shanghai is generally considered the central distributing point for timber in China, as an average of 70 per cent of all manufactured woods distributed through northern and central China passes through Shanghai.

Million Dollars Loaned the Forest Service

A loan of \$1,000,000 has been made to the Forest Service from the President's special defense fund to combat fires in the national forests of the northwestern and Pacific Coast states.

Forestry officers regard the present fire season in the Northwest as being in some respects the most serious with which the government has ever had to deal. Early drought, high winds, electrical storms, labor shortage, and depletion of the regular force because of the war have combined to intensify the danger. Timber necessary for war industries is in danger.

Resort to the President's special defense fund was necessary, because the 1918-19 appropriation bill for the Department of Agriculture has not yet been passed by Congress.

Schools for Employment Specialists

The government has taken a hand in schools which will train men and women as employment managers. Courses will be given at Harvard, Boston University, Columbia University, University of Rochester, Carnegie Institute of Technology, University of Pittsburgh, University of Washington, Seattle, and University of California. There are thus far 172 graduates from these classes. These courses in employment management are designed to train men or women, who already have a basic experience of at least three years in industrial life and factory methods, and who have come in actual contact with shop problems. Employers of labor, particularly those having war contracts, are urged to suggest men or women from their own organizations as candidates for these courses. The courses run from six weeks to two months, and deal principally with employment management. There is no tuition charge for the course; but the students pay their own board and buy their own books.

The Philippines Heard From

On August 22 a draft for \$723.50 and a money order for \$50, making a total of \$773.50, were received from the Philippine Islands by the Welfare Fund for lumbermen and foresters in War Service.



LUMBERING A LA MODE—WHERE SPEED IS ESSENTIAL MODERN METHODS MUST PREVAIL

Meetings of Open Price Plan

August saw two meetings of the Open Competition Plan of the Hardwood Manufacturers' Association, one at Cincinnati, O., on August 13 and the other at Shreveport, La., on August 21. The latter meeting was reported to have been one of the best ever held by the members of the open plan committee. It took place at the Hotel Vantage.

The report of market conditions, based on a carefully worked out plan, about sixty per cent of demand and the production of business reported to be coming from the government and for war work.

There are two meetings scheduled in September, one on Tuesday, September 10, at the Hotel Vantage at Cincinnati, and the other at the Hotel Vantage, Shreveport, La., Wednesday, September 18.

The headquarters of the association are now located in the new offices in the Union Trust building, Cincinnati. The offices take in suite 1025 to 1032, and provide amply for the expanded work and important growth in the association's activities.

Fire at Lamb-Fish Plant

What proved to be a serious and destructive fire broke out at the immense plant of the Lamb-Fish Lumber Company, at Charleston, Miss., at one o'clock, noon on Sunday, August 27. The fire was discovered in the lumber yard and before it was extinguished about 20,000 feet of lumber, valued at \$5,000, had been destroyed. The loss was fully covered.

It appeared for a time that the entire lumber yard and plant would be destroyed, but a number of cut poles in the path of the flames retarded their progress so that they could be overcome.

The company was able to draw a plentiful supply of water from its pond, and this with the valuable assistance of employees and town citizens prevented further damage.

Fixing Maximum Railroad Tie Prices

A circular letter has been sent to members of the Wooded Manufacturers' Association of the United States by J. R. Gadd, assistant to the president of the association, in which he gives a list of maximum prices for oak switch ties, crossing planks, and car lumber in various regions. Mr. Gadd speaks of these prices and the manner of fixing them, as follows:

On July 1 the Central Advisory Purchasing Committee, United States Railroad Administration, without consulting with the producers, and fixed maximum prices for the railroad tie, switch tie, plank for oak switch ties, crossing plank and car lumber. It is, of course, unnecessary for the association to tell you that this committee has no power to fix prices and no member is obliged to sell his oak at these prices if he does not want to. These prices are not government fixed prices, although they are being used as such, some of the railroad purchasing agents.

Mr. Gadd then points out some of the inequalities in the prices as fixed, there being inequalities which make some of the prices decidedly unfair. Full information regarding the regions covered has not yet been obtained, but as soon as it has been secured Mr. Gadd has promised to furnish it to members of the Hardwood Manufacturers' Association.

Rule for Storing Coal

The United States Fuel Administration on August 22 announced the rule that would govern the delivery of coal for storage purposes in certain kinds of industrial plants. It was found that some limit had to be set to the storage of coal for future use, and it was announced that the basic policy of the Fuel Administration would be as follows:

Coal in excess of that required for current operations shall be delivered to plants not on the preference list of the war industries board only when it is not in demand for use before April 1, 1919, by consumers on said list, namely, railroads, the Federal Government, states, counties, public utilities, retail dealers, or manufacturing plants on the preference list. In carrying out this policy, allowance shall be made for differences in distances from the mines and for differences in transportation conditions which may require more or less storage of coal. It is the duty of winter to insure uninterrupted operation until the following spring.

The number of days that may be provided for by coal storage ranges from 15 days up to 120, depending upon the region and the industry. In some regions non-preferred industries are permitted to store any coal in others they may store enough to operate their plants from 15 to 30 days.

Centennial of First Ocean Steamship

At Seattle, Wash., on August 22 last was celebrated the one-hundredth anniversary of the launching of the first ocean-going steamship. The vessel was the Savannah of 250 tons, which was launched at New York, and crossed the Atlantic to Liverpool in twenty-nine days and eleven hours. Part of the voyage was made under sail because of the weakness of the engines. The ship was equipped with small side wheels. As the vessel approached the Irish coast under steam, a British revenue cruiser, "Kite," pursued her, the captain of the cruiser supposing that the Savannah was on fire.

Large Cut by Western Mills

The latest weekly report from Oregon and Washington sawmills show that they are surpassing their normal production.

Most of the clear lumber that goes through the saws is required by the government for ship timbers or aircraft stock. This is the incentive behind the remarkable production record that the mills are making.

The immense quantity of side lumber resulting from the manufacture of ship and aircraft material is being consumed in increasing volume each week in the construction of army cantonments and other government improvements in various parts of the country.

At the same time the mills are accelerating the usual flow of commercial business, which aggregated 61,502,238 feet for the week an excess of 13,000,000 feet over the corresponding week of 1917.

Government to Increase Hemlock Prices

The government has announced that it has been reached by the committee of the open plan lumber companies interested in hemlock, that the government will increase the price of hemlock by a thousand per cent over the present price of the government needs.

Treecare and Ship Knee Mill

The government has selected the Prospect, Tex., as the Bureau of Treecare and Ship Knee Mill, to be used for the production of ship knees and ship timbers. The government will be ready for operations with plenty of raw material in sight, though the information at hand does not state what the cost will be.

Information for the Public

The service bureau of the Committee on Public Information, located at Lafayette and Street, Washington, D. C., is conducted for the part in case showing inquiries regarding available information as its official functions and jurisdiction of all government departments. This arrangement makes it easy to obtain information about that particular line.

Disquieting Rumor Regarding Wooden Ships

Lumbermen are disturbed over a report from Philadelphia that the Douglas wooden ship plans have been abandoned by the government. The report is said to have arisen from a controversy between Lloyd's, which gave the Douglas type a high rating, and the American Shipping Bureau, which is represented as disapproving of the ship. The shipping board has been following the standards of the American Shipping Bureau. It is hoped that the angle will be straightened out before long and that Douglas ships will be built for this government, or if not, for foreign governments, which are anxious to place orders for wooden ships in large numbers in American shipbuilding yards.

Fuel for Horse-drawn Vehicle Makers

Ltwin P. Barber, priorities commissioner of the War Industries Board, has prepared for distribution to manufacturers of horse drawn spring vehicles a circular outlining the position of that industry and the assistance the board is willing to extend to it. All manufacturers of horse drawn spring vehicles may file their application for places upon the preference list for fuel. The priorities division will consider the character of the product of each manufacturer, the amount of its fuel requirements, the volume of its output, the extent of its direct and indirect business for government agencies and will place upon the preference list those manufacturers whose fuel requirements bear proper relationship to the character, nature and volume of their business; upon condition, however, that such manufacturers shall execute and file their pledges of cooperation and shall observe those pledges and the rulings of the priorities division.

The Fourth Liberty Loan

The campaign for the Fourth Liberty Loan begins September 28 and closes October 9. While the amount has not yet been announced, it is generally conceded it will be for a larger amount than any of the preceding loans. The American people, therefore, are called upon to raise a larger sum in a shorter length of time than ever before. There is need, therefore, for prompt action, prompt and efficient work and prompt and liberal subscriptions.

We have a great inspiration for a great effort. The news from the battle front inspires every American heart, not only with pride and patriotism but with a great incentive to do his or her part. There is no shirking, no shifting of the individual burden, no selfishness by American soldiers in France, there should be none here. We are both supporting the same country and the same cause—our arms in one way, ourselves in another.

Baltimore Exports for July

The one striking omission in the statement of exports of lumber and logs for July from this port is oak, which did not figure at all in the shipments, although the previous month had shown a fair measure of activity. For the first time in many months a log of logs is listed, the quantity being recorded as soft woods. The quantity is small, which suggests that the wood was probably required for the proper stowing of some cargo, most of the foreign shipments being sent in this way. Fir again makes up an important addition to the total, though the shipments fell below those for several earlier months this year. Spruce went out in almost the same proportion, both woods being used for airplane construction. Lumber handles continue to occupy a place in the foreign trade, these handles evidently being used by the American forces abroad. The total value of the exports shows up fairly well, but reflects the checks imposed upon the foreign business, though it is far ahead of the same month last year, which about marks low ebb in the movement. The statement is as follows:

	1918.		1917.	
	Quantity.	Value.	Quantity.	Value.
Logs, Softwood.....	1,000,000 Ft.	8,300	.....	.....
Boards, Fir.....	75,000 Ft.	46,208	.....	.....
Boards, Gum.....	18,000 Ft.	1,100	.....	.....
Boards, Oak.....	.....	.....	48,000 Ft.	8,125
Boards, Poplar.....	233,000 Ft.	21,107	18,000 Ft.	705
Boards, Spruce.....	625,000 Ft.	48,227	310,000 Ft.	34,273
Boards, Hardwood.....	130,000 Ft.	17,681	5,000 Ft.	212
Other Lumber.....	.....	2,073	.....	.....
Furniture.....	.....	3,756	.....	.....
Other Manufactures of Wood.....	.....	21,268	.....	.....
Totals.....	.....	871,141	.....	837,045

Iowans Saving Wood

Cross-cut saws, buck saws and axes are making sounds like victory for the United States in its war against Germany throughout Iowa. They are being wielded by men who are putting wood into shape to be used as fuel this winter. Their employment is a part of a plan inaugurated by Charles Webster, federal fuel administrator for the state, to conserve coal during the coming winter months. Three million cords of fuel wood is the mark set by the state administration to be reached by November 1. Iowans generally are co-operating and it is expected there will be no difficulty on that score.

Plan Memorial Trees

Shade trees as memorials to Milwaukee soldiers and sailors who lost their lives in the war is the plan which is under consideration by the parks and parkways committee of the civic commission. A tree for each man would be planted and each would bear the name of the man whom it commemorates, and other information about him. The committee is considering two places for the trees. One plan provides for cooperation with other localities to have all such trees planted along the Lincoln highway. The other plan is to make the project purely local, and place the trees along a route connecting the city parks. The trees would be of various kinds. They would be planted in groups, at points where it was desirable to gain the view of the parkway.

Hardwood News Notes

< MISCELLANEOUS >

A tornado which swept through parts of Louisiana in August, damaged property belonging to the following concerns: The J. A. Bel Lumber Company, Calcasieu Long Leaf Lumber Company, Lake Charles Co-operao Company, the Powell Lumber Company and the Stone Lumber Company, all of Lake Charles; the American Lumber Company, and the Sherrill Hardwood Lumber Company, both of Merryville, and the Krause & Mann Lumber Company at Westlake.

The Rensselaer Manufacturing Company has succeeded the Columbia Furniture Company, Rensselaer, Ind.

Recent incorporations are: The Liberty Box & Lumber Company, Bay City, Mich.; the Millford Lumber Manufacturing Company, Pontiac, Mich., capital \$5,000; the Mobile Wood Products Company, Mobile, Ala., capitalization \$35,000; the Sand Creek Lumber Company, Dahl, Ala., under same name with a capital of \$25,000; the York Furniture Company, York, Pa., \$20,000 capital; the Laurel Fork Lumber & Coal Company, Chatham, Tenn.; and the Dimension Lumber Company, Fredericksburg, Va. Guy T. and William Lamont have retired from the M. Lamont Sons Company, Bay City, Mich.

The Mount City Box Factory, St. Louis, has increased its capital from \$5,000 to \$25,000, and the Rotary Washing Machine Company of the same city, has decreased its capital from \$125,000 to \$50,000.

Richard L. Inman of the Olympia Door Company, Olympia, Wash., died recently.

The L. E. Schreyer Lumber Company has started business in wholesale hardwood, hemlock and pine lumbering at Wausau, Wis. The Hamilton Lumber Company, Cynthia, Ky., has been dissolved, J. T. Keaton continuing under the same name.

The New England Cooperao & Lumber Company has been incorporated at Portland, Me., with a \$500,000 capital stock.

The capital stock of the Marquette Box & Lumber Company, Marquette, Mich., has been increased to \$100,000.

The Muirhead Shingle Company, Weldon, Ark., has surrendered its charter.

The business formerly conducted under the title of the Stevens Lumber Company, Buffalo, Tex., is now known as the Stevens Furniture & Lumber Company.

At Moultrie, Ga., the Colquitt Furniture Company has incorporated at \$10,000.

The Marshall Lumber & Mill Company, Inc., has succeeded the Reform Milling Company, Reform, Ala.

New incorporations: The Mark Lumber Company, Jackson, Ala., capital \$10,000; the Logan-Mather Lumber Company, Knoxville, Tenn.; the Woodruff Powell Lumber Company, South Bend, Ind., \$20,000 capitalization; the Plym Mill Company, Gulfport, Miss., \$250,000.

G. Tennant and Jacob A. Wolf have been appointed receivers for the Ebecko Furniture Company, Hoboken, N. J. Receiver has been applied for the Orange Maritime Corporation, Orange, Tex.

Richey, Halsted & Quick Company, Cincinnati, has increased its capital to \$250,000.

T. Froy & Sons Company, Boston, Mass., have filed an involuntary petition in bankruptcy.

The Marquette Box & Lumber Company, Marquette, Mich., has increased its capital to \$100,000.

The Schmitz Weis Company, Milwaukee, Wis., has sustained a fire loss.

< CHICAGO >

The Thiels Lumber & Coal Company, Lincoln, Neb., has opened a Chicago office.

The Indiana Mill & Lumber Company recently began in the wholesale lumber and tile business at 343 S. Dearborn street, Chicago.

Charles A. Goodman, president of the National Hardwood Lumber Association and of the Sawyer-Goodman Company, Marinette, Wis., spent several days in town last week in attendance at the conference on bureau matters at Washington, and with Secretary Fish of the National Hardwood Lumber Association on National affairs. He was in a happy frame of mind owing to activity in which his year's most important hardwood trade among the visitors in attendance at the bureau conference and other matters were Charles H. Barnaby of Greencastle, Ind., R. E. Pickrel of St. Louis, Frank Purcell of Kansas City, Mo., and the greatest traveler in the lumber trade, John Denrol and Sales Manager J. C. Rodabaffer of Kansas City.

James E. Stark of Memphis spent most of the month of August in Chicago and returned home on the first. He was far from being pessimistic considering some of the echoes that were floating around about quotations made indiscriminately by some members of the trade. W. H. Dick of the Tallahassee Lumber Company, Phillip, Miss., after spending some weeks in Wisconsin, spent a few hours in Chicago the other day and was on his way to Washington in an effort to join the forces of Uncle Sam. At least Barkus is willing, and if he happens to get at the right fellow down there no doubt Uncle Sam is willing also, as competent business men are not so easy to get. For Uncle Sam's sake we would like to see him adopt Dick for a time anyway.

T. E. Jones, secretary-treasurer of the P. E. Boyce Lumber Company, Memphis, Tenn., spent several days in Chicago last week and evidently was feeling good about the lumber business because he was perched on a special seat at the last world's series game.

Bob Lockwood of the Memphis Hardwood Flooring Company, Memphis, Tenn., spent a day in Chicago. He is doing more of a hardwood lumber business now than ever before in the history of the company, and the company is spending part of the time on the hardwood flooring game. It has a good stock on hand and has the facilities for furnishing quickly specialty hardwoods, gum, ash and oak, and Bob is turning his hand to entering the yard trade.

H. J. Starnard, Baker-Matthews Lumber Company, Memphis, Tenn., visited several of the hardwood markets and was in Chicago last week. He reports things more active than most people give it credit for, notwithstanding the vacation season with reduced output, and somewhat less buying by some branches which purchase freely in other seasons of the year. But with a very well assorted stock Mr. Starnard feels well satisfied that the fall will bring plenty of orders to keep his company busy. M. J. Fox of the Von Platen Lumber Company, Iron Mountain, Mich., came down from northern Michigan to look over business conditions. He wasn't at all discouraged.

The W. H. White Company, Boyne City, Mich., which has been in trustees' hands for a year or two, through the Michigan Trust Company paid its creditors fifty cents on the dollar recently on its first payment. The trustees expect to make further payments on the liabilities. It is with a real feeling of gratification that the White trustees' affair will be ended satisfactorily to both creditors and the owners of the White business.

W. R. Carney, Jr., son of W. J. Carney, for many years in the lumber trade in Chicago, and himself connected with the management of the Carney institutions, left early this week for the Field Artillery Officers' Training Camp, where he takes up work with Uncle Sam's fighting men. He is a young man of ability, of fine character and we are sure he will make a great soldier.

< ASHEVILLE >

Some shippers are reporting the first stages of what is expected to be a troublesome car shortage. The supply of rolling stock is still moderate, however, and with demand strong for most hardwoods a great deal of shipping is being done. The midsummer fall is past.

At their midsummer meeting Saturday night the Hero-Hoo appointed a committee to take appropriate action in regard to the death of Lieut. Lawrence B. Loughran of this city, who was killed in air battle in France, July 28. Lieut. Loughran was employed by the Norwood Lumber Company, near Asheville, when the war first broke out. He was engaged in lumber broker's business when America entered the war and enlisted April 7, 1917, the day after his company accepted the German challenge.

Going into aviation he received part of his training at Mount Clemens, Mich. Being sent to England he served as instructor in flying and reached the British front early Saturday night. He was college classmate of Kiffin Rockwell, Asheville aviator, who fell in air battle before America declared war. Loughran was a son of Mr. and Mrs. Frank Loughran of Asheville. He has two brothers in the service.

< LOUISVILLE >

Domestic orders during the latter part of August were not so active as they had been, but have improved since the first of the month, and at the present time the hardwood manufacturers and jobbers report that business is fairly good. War orders continue active, and most of the houses have a fair volume of orders on their books, and are not worrying to any

extent concerning immediate wages, some of the people are fairly well learned up, having no doubt been able to get some practice in locating shies to take care of contracts.

At present there is a fair demand for quality mill mills using rail road logs, and log ends are at a premium, but not at a high price. In some sections mills are having difficulty in getting enough cars to fill their requirements. The mill men are placing orders for boats up on old orders and get shipments of boats every week. The boat situation at the mills is not so good as it was a few months except locally, where there has been an unusual increase in the heavy demand for labor at Camp Knox and other military camps.

The general demand for quality mill mills is still strong. There is a fair demand for quality mill mills, but not at a high price. Ash is still good and in demand. The demand is good only in the lower grades. The last morning, however, it was, while showing some improvement. Malicious, however, returns good, and without dimension stock and low end, are increasing fairly well. Prices are being held fairly well.

George D. Bodriek, thirty three years of age, of Lebanon, Ky., and vice president of the Bodriek Lumber Company, New York, where he made his home, died in Cincinnati August 27, after an illness of several days. Mr. Bodriek, who spent the early part of his life in a lumber trade while visiting his father in Lebanon, Ky., and was brought to Louisville, where he was employed upon about a week before his death. He had been doing nicely following the operation and was expected to recover. He is survived by his widow and a number of brothers and sisters. Judge Samuel J. Bodriek of Louisville being among them.

W. A. McLean, president of the Wood Mosaic Company, New Albany, has returned from a trip to Canada and the East, having been away during the latter part of August.

C. M. Sears, Edward J. Davis Lumber Company, who has been spending most of his time in the South for the past few months, has been in the city for a few days. Mr. Davis has come South to look over the situation at the mills.

The Louisville Point Lumber Company has been getting in a good lot of rail logs lately, but reports that no large quantity of river logs have been moving due to low water. Several good rafts are to come down from above shortly.

R. R. May, director of the Louisville branch of the Southern Hardwood Trade Association, recently went to Cincinnati, where he is endeavoring to arrange for opening another branch of the organization, which has headquarters at Memphis.

The Norman Furniture Company has been using a good many girls in its plant during the past few weeks, finding it comparatively easy to secure all the girls required. Incidentally these girls are doing excellent work.

Female labor is beginning to obtain high wages in the Louisville section. It is reported that the American Car & Foundry Company at Jeffersonville, Ind., is using girls on metal cutting lathes, and is paying \$4 a day and up for some of the better operators. Some of the lumber and wood concerns are now paying wages of \$2.50 a day and up for female workers.

A meeting of the Louisville Hardwood Club was held at the Seelbach hotel, on Tuesday, September 3. The evening was given over to discussion of log movements and traffic matters largely. Nothing of especial importance came up.

Harry C. Inman, secretary of the Inman Venice & Panel Co. and Inman Furniture Company, has been granted a leave of absence and has joined the colors. He is at the Great Lakes Naval Training School, near Chicago. Mrs. Inman is making her home in Chicago for the time being.

Arthur H. Harringer, who for the past two years has been manager of the insurance department of the C. C. Menard & Bro. Company, has come with the insurance brokerage concern of Block, Earl & Menard, Inc., in order to facilitate handling insurance from the assured standpoint.

Herbert Coons of the Menard company, who entered military service a few months back, has been commissioned a lieutenant, having graduated from the Artillery Officers' Central Training School at Camp Taylor, Louisville. His brother, Warren Coons, also received a commission as a lieutenant. These men are sons of Sam Coons of the Kentucky Standard Oil Company and are all ardent golfers.

On complaint of Walter H. Crim of Salem, Ind., president of the Indiana Hardwood Lumbermen's Association, Senator James E. Watson of Indiana will take up with the Department of Justice, and cause an investigation to be made of charges made by Mr. Crim, who alleges that timber buyers operating in southern and other parts of Indiana have been representing themselves as government agents and endeavoring to intimidate timber owners to sell timber at a sacrifice. Mr. Crim in his complaint stated that within the past two months a number of reports have come to him of the practices of these timber sharks, who have been coercing farmers into selling at much less than the value of their timber. These buyers claim to have direct authority from the ordinance department to practically commandeer timber in event the owner does not see fit to accept offered prices, and in several instances have advised owners that if such quotations were not accepted within a given length of time the government agents would proceed to fell the trees and pay for them at a stipulated price.

Some large timber and coal interests of Chicago and Columbus, O., are



Have you seen any better Walnut logs than these?

THEY all grew right in Indiana where hardwoods have always held the choicest farm lands. The best growth of timber as well as the best yield of wheat comes from good soil. The soundness of the log-ends shows that they fed on the fat of the land. My

Indiana Oak
comes from the same soil

CHAS. H. BARNABY
Greencastle, Indiana

The following stock is in excellent condition, ready for immediate shipment

5/4"	No. 2	Com. & Bur.	ASH	41,000'
5/8"	No. 2	Com. & Bur.	BEECH	27,000'
2 1/2"	No. 2	Com. & Bur.	BEECH	100,000'
6/4"	No. 2	Com. & Bur.	BEECH	286,000'
6/4"	No. 2	Com. & Bur.	SOFT ELM	76,000'
6/4"	No. 3	Com.	SOFT ELM	20,000'
6/4"	No. 1	Com. & Bur.	BIRCH	84,800'
6/4"	No. 2	Com. & Bur.	BIRCH	108,000'
6/4"	No. 2	Com. & Bur.	BIRCH	51,000'
6/4"	No. 2	Com. & Bur.	BIRCH	17,000'
6/4"	No. 3	Com.	BIRCH	51,000'
6/4"	No. 1	Com. & Bur.	BIRCH	56,000'
6/4"	No. 1	Com. & Bur.	MAPLE	48,000'
6/4"	No. 1 & No. 2	Com.	MAPLE	37,000'
6/4"	No. 2	Com. & Bur.	MAPLE	310,000'
8/4"	No. 2	Com. & Bur.	MAPLE	10,000'
10/4"	No. 2	Com. & Bur.	MAPLE	34,000'
12/4"	No. 2	Com. & Bur.	MAPLE	56,000'
5/4"	No. 2	Com.	MAPLE	36,000'
4/4"	No. 2	Com. & Bur.	SOFT MAPLE	130,000'



Are putting in pile every month two and one-half million feet of choicest Northern Michigan Hardwoods

Stack Lumber Company
Masonville, Michigan

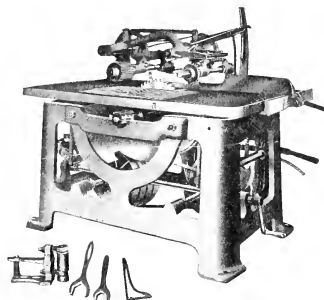
All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

→ For Greatest Range of Uses ←

and

Easiest Handling

buy the



The "HOOSIER," the rip saw which makes profitable dimension manufacture and grade rolling at the mill possible. Hundreds of users already—you will be another if you will let us tell you all about it—will you?

Hoosier Self Feed Rip Saw. This machine has earned thousands of dollars for owners in the manufacture of dimension lumber, crating, etc., because its entirely novel design, resulting in surprising ease of operation and adaptability, makes possible a profit where a loss is often expected in this work. The

Hoosier Self-Feed Rip Saw

has a positive and powerful feed which handles the heaviest material as readily as the lightest.

The table, raised and lowered with the crank in front of the machine, is always level—always securely locked.

The Hoosier rips anything up to 6 inches thick and 17 inches wide. It feeds 35, 75, 100 or 150 feet a minute.

Manufactured exclusively by

The SINKER-DAVIS COMPANY
INDIANAPOLIS, INDIANA

said to be behind the building of two branch railroad lines out from the Cumberland & Manchester Railroad from Garrard, Ky., extending into Clay county, one branch now being under construction up Horse Creek, a distance of five miles, while another branch will go in the opposite direction along Buzzard Creek to Goose Rock. Opening of these lines will enable much valuable virgin timber to reach market.

The C. C. Mengel & Bro. Company recently launched a new vessel, the *Lieut. Sam C. Mengel*, which will replace the ill-fated *Sam C. Mengel*, which was lost to a submarine off the Atlantic coast a few weeks ago. The new vessel was launched at Portland, Me. Sam Mengel, after whom the vessels were named, rose to the lieutenantancy since the first vessel was launched early in the war.

The Louisville branch of the Southern Hardwood Traffic Association has adopted a very effective method to enable receivers of lumber shipped by members of the local branch to check up their freight rates. Due to the changes in the tariffs under the twenty-five per cent advance, and the fact that there are now many grown men in traffic offices more trouble over incorrect rates has been experienced in the past few weeks than ever before. In order to get around this difficulty each member has been provided with a rubber stamp, which is affixed to each invoice for lumber shipped. The correct rate to the point of destination is received through the association, and the authority for the rate, these being placed on the invoice so that the receiver can tell at a glance whether the railroad overcharges, and then take it up with something definite to work upon. The stamp reads: "The correct freight rate hereon is — cents per 100 lbs. as per — Pay Charges on This Basis Only. Southern Hardwood Traffic Association."

Leroy Abbott, formerly connected with W. P. Brown & Sons Lumber Company, who for the past few years has been in the lumber business on the Pacific coast, has returned to the Brown concern, where he succeeds Preston P. Joyce as auditor. Mr. Joyce having recently been received as a candidate in the Artillery Officers' School at Camp Taylor.

A sawmill of L. C. Smith, near Petersville, Ky., which had been down for several weeks, burned a few days ago, fire starting on the evening of the first day's operation, and said to have started in sawdust and mill waste.

The May Branch Coal Corporation, Lexington, Ky., has been reorganized as the White Ash Fuel Company. Its charter providing for handling coal and timbers, and dealing in lumber and coal. A branch office is being established at White Ash, Ky. John W. Masner, W. M. Parrish and James T. Garay of Lexington are the principals.

The Louisville branch of the Southern Hardwood Traffic Association

has recently gotten out bulletins to all members warning them of changes and conditions in connection with freight classification changes as proposed for both carlot and less than carlot business.

← BUFFALO →

The National Industrial Traffic League held its summer meeting here on August 29 and 30 and gave considerable time to the study of the car-siding problem. The difficulty seemed to be not so much that charges were high as that they were never uniform and often changed. Some demand was made by members that all centers of much size be given regular and uniform rates and that these be published with the tariffs. It was stated that some effort had been made to group these districts and charges, but there was almost always some minor variation here and there that upset it all.

Then there were the complications arising from the government taking over part of the railroads and not the others. It was first proposed to ask the government to take them all. A majority of the members opposed this, however, knowing that it would not be done, and the resolution offered was finally withdrawn, another being adopted which proposes to have all the roads placed on a uniform rate and so handled that the shipper would not be required to consider them as more than a single system.

There is much speculation among shippers generally as to what will become of the roads after the war is ended, but the convention did not take this question up very directly.

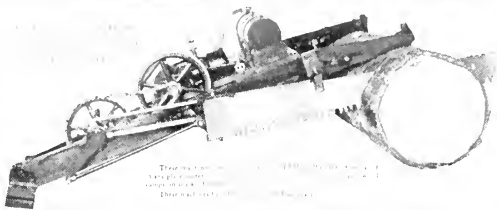
About fifty members of the Buffalo Automobile Club, with numerous members of the lumber industry, took a trip by motor to Bergen, N. Y., on August 31 to be guests of the Rochester Automobile Club. Arrangements for the gathering of a good representation from Buffalo were made by O. E. Yeager, president of the automobile club, and C. W. Betts, chairman of the entertainment committee. Unfortunately the day turned out a rainy one, so the promised outdoor clambake and baseball game could not be held. Entertainment was given in a hall and the lumbermen enjoyed music, speeches and dancing and an indoor feast of clams and corn, besides some interesting sleight-of-hand tricks by a Rochester policeman.

Buffalo building permits for August showed a falling off of 28 per cent in cost as compared with a year ago. The total costs last month were \$874,000, as against \$1,214,000 in the same month of 1917. For the first eight months of the year permits showed a cost of \$5,359,000, as against \$7,235,000 in that period of 1917, or a decline of 25 per cent. A housing committee is at work in this city in the effort to alleviate the congestion prevailing here.

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Every Day in the Week and Rest Sunday
ONE PRICE TO ALL **\$169.00** F. O. B. MEMPHIS NO DISCOUNTS

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E. C. ATKINS & Co.
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Memphis, Tenn.
Atlanta, Ga. New Orleans, La.

GENERAL SELLING AGENTS
MEMPHIS, TENN.

J. C. FENNOYER CO.
Selling Agents, 226 La Salle Street, Chicago
Exchange Bldg., Memphis, Tenn.
Gassaway, W. Va.

Frank T. Sullivan has increased his hardwood handling by the purchase of a lumber tract at Limestone, between Salamancer and Bradford, and will cut it out at a mill there under contract. The timber is mostly ash and cherry.

Arthur McLean, who is connected with the McLean Lumber Company at Little Rock, Ark., has been visiting his father, Hugh McLean, here.

← PITTSBURGH →

H. E. Ast, manager of the Mutual Lumber Company, reports an excellent business in hardwoods, chiefly on government and industrial contracts.

The Ellwood Lumber Company of Wilkinsburg, Pa., is furnishing a nice lot of lumber for part of the construction work at the great ordnance plant on Neville Island.

Among Pittsburgh lumbermen who have been occupying their fine country farm homes this summer are E. V. and Fred R. Babcock of the Babcock Lumber Company, whose farms are located at Valencia, Pa., and W. P. Craig, an old wholesaler, and Carl S. Vandervoort, secretary of the Pittsburgh Lumbermen's Mutual Fire Insurance Company, who are out on the Butler car line.

Frank Smith, manager of the Manufacturers' & Miners' Lumber Company, reports some inquiry at good prices. He doesn't think, however, that it is worth while to chase business very hard at this stage of the game.

J. M. Mardock, president of J. M. Mardock & Co., big lumbermen of Johnstown, Pa., is going over to France to direct the motor transport service of the Y. M. C. A.

The Iron City Lumber Company is doing a splendid business as many facturers' agent from its office in the Fulton Building. The members of the company are R. J. and B. E. Looney.

The Homer D. Biery Lumber Company is a new concern at 400 Union Avenue and is a branch of the company of the same name at Franklin, Pa. It has hardwood mills in West Virginia and specializes on milling trade. W. F. Dunbar is manager.

← BOSTON →

Charles C. Gardiner of the C. C. Gardiner Lumber Company, Providence, died at his home in that city on August 30 after an illness of three months, induced by a weakened heart condition. He has been one of the foremost men in the New England hardwood trade for years, having the active management of the old firm of Potter & Gardiner prior to the incorporation of the concern bearing his name. Although of a genial and

unassuming nature he was regarded as one of the most progressive, and broad-minded figures in the business and will be greatly missed.

The death of Jasper R. Pope of J. E. Pope & Co., Beverly, Mass., takes away another widely known member of the lumber fraternity. He entered the lumber business with his father in 1891 and has been the mainstay in sustaining the concern in the prominent position it enjoys in the trade. He has been in failing health for some time and died in Portland, Maine, while traveling. He was born fifty-six years ago in Danvers, Mass.

Loss of \$75,000 was caused by a fire in the plant of W. C. Miles Company at Melford, Mass., on August 26. Surrounding property was also damaged, including the lumber shed of the George W. Blanchard Company. The circumstance surrounding the origin of the fire and the destruction of a large amount of government material accounts for the general belief that the blaze was the work of pro-German efforts to hamper war activities.

About 250,000 feet of stock and a dressing mill belonging to the Shirley Lumber Company was destroyed by a \$30,000 fire at Shirley, Maine, on August 22.

← BALTIMORE →

That portion of the lumber trade here which is interested in shipments by water has been stirred during the last week or ten days by the announcement that the United States Government is negotiating for the use of Piers 5 and 6 on Pratt Street, which were constructed especially for the lumber trade and have been used since then almost entirely by it. These piers have sufficient space for 15,000,000 feet of boards, and their availability has been the means of attracting large quantities of lumber which might otherwise have gone elsewhere. The government, it is said, wants the piers for the storage of canned goods for the army and navy, and is expected to erect extensive sheds. The municipal authorities, while willing to aid the federal officials in every possible way, are both to turn over both piers, and have advanced the alternative suggestion that the government take one pier and the docks along the Jones Falls. Negotiations are still pending. Of course, the federal authorities have the right to take the piers if the latter are really needed. Their diversion would be of little or no effect upon the hardwood business, which is done mostly by rail, but the matter none the less has a certain measure of interest for the hardwood men, who are consequently watching developments.

Work on some 300 houses being erected by the United States Shipping Board at St. Helena, near Baltimore, for single workers at the ship

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Harris, McHenry & Baker Co.
LUMBER AND MILL WORK
 Elmira, N. Y.

November
 9th,
 1915.

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 Ill.

Gentlemen:-

We are using your Red Gum lumber in the manufacture of our high class interior trim and general planing mill work.

This gum is giving excellent satisfaction, being highly graded, soft texture, good widths, and long lengths, also dry, straight and flat.

Respectfully,
 Harris, McHenry & Baker Co.

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Of course it is true that

Red Gum

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Just as a poor cook will spoil the choicest viands while the experienced chef will turn them into prized delicacies, so it is true that

The inherently superior qualities of Red Gum can be brought out only by proper handling

When you buy this wood, as when you buy a new machine, you want to feel that you have reason for believing it will be just as represented.

We claim genuine superiority for our Gum. The proof that you can have confidence in this claim is shown by the letter reproduced herewith.

Your interests demand that you remember this proof of our ability to preserve the wonderful qualities of the wood when you again want RED GUM.

Paepcke Leicht Lumber Company

CONWAY BUILDING 111 W. WASHINGTON ST.
 CHICAGO, ILL.

Band Mills: Helena and Blytheville, Ark.; Greenville, Miss.

building plant of the Bethlehem Steel Corporation at Sparrows Point has progressed so rapidly that it is thought the dwellings can be occupied about September 25. They have four rooms each and will be fitted up with ordinary conveniences. It is intended that each room shall house two workers, so that the total number taken care of in this way is 2,400. A total of 551 houses for married men are being built at Bunkale, not far away from St. Helena. These dwellings are being erected in groups of two to ten, and will have from six to eight rooms. Unlike those for the single men, they will have kitchens and various other features not embodied in the others, and all will be provided with such improvements as electric light and gas, sewerage, concrete sidewalks and hot and cold water. The houses are all built of frame, with metal laths and stucco, slate roofs and fireproof hollow tile division walls. The cellar walls are of concrete. It is estimated that the government will expend not less than \$4,000,000 upon the settlement, not counting the value of the ground. The houses are regarded as a permanent town and are expected to hold their value even after the war. They are about 45 per cent completed.

The James Lumber Company, on Aliceanna street, has recently put into operation an overhead monorail lumber carrier, which greatly facilitates the transfer of stocks from one point in the yard to another, the loading and unloading of cars and even makes it possible to discharge vessels at the dock. The carrier is worked by electricity, and the operator is carried along with it in a chair. It is said that the company contemplates other improvements, which will still further augment its facilities and make for the economic handling of stocks.

George E. Hunting, a member of the James Lumber Company, received word a week ago that his son, Lieut. Warren Hunting, with the 117th Trench Mortar Battery in France, had been killed in action. The news proved a great blow to the father, who has received many condolences. Mr. Hunting was for years treasurer of the Baltimore Lumber Exchange.

Because of the first Monday in September being Labor Day and a legal holiday, the quarterly meeting of the Lumber Exchange, which was to have taken place last Monday, was postponed until September 9. The event was held at the quarters of the Old Colony Club, in the Southern Hotel.

Frank F. Fee, president of the National Lumber Exporters' Association and senior member of the Free-Crayton Hardwood Lumber Company of Dermott, Ark., was a visitor in Baltimore on August 23, having come here from New York and Philadelphia, where he went to look after some matters connected with foreign shipments. Mr. Fee spent the entire day here as the guest of Harvey N. Dickson, secretary of the association, and discussed with him various phases of the export situation.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Another visitor was J. W. Mayhew, vice-president of the W. M. Ritter Lumber Company, Columbus, O. Mr. Mayhew had some business at Washington for his company and while here also conferred with the salesmen who cover this and adjacent territories with regard to business policies and other matters.

A special committee has been named by the Masons of West Virginia to inspect sites suitable for the erection of a home for members of the order, which is to be built with a fund left by the late Henry Krug, a wealthy lumberman of Pennsylvania, who conducted a large sawmill operation at Krug, Md. The amount available for the home is said to be large, and will admit of the erection of a fine institution. Just where the home is to be built has not yet been decided.

The thoroughness with which the standing timber in the eastern states is being gone over in search for woods suitable for war and other purposes is indicated by two purchases J. Natwick & Co., hardwood dealers in the Munsey building, have made in the last week of pieces of woods in Baltimore county, while John L. Alcock & Co. have bought some old walnut trees on property owned by a church, also in the county. The sale of the walnut trees, which are almost two hundred years old, was dictated by patriotic reasons, the trustees of the church feeling that the government needs the wood in the construction of aircraft.

< COLUMBUS >

A better feeling in building circles is seen in the recent report of the Columbus building department covering the month of August. The report shows that 125 permits were issued during the month for buildings estimated to cost \$305,925 as compared with 130 permits and a valuation of \$283,725 in August, 1917. During the first eight months of the year the department issued 1,332 permits having a valuation of \$2,062,970 as compared with 1,526 permits and a valuation of \$2,987,190 for the corresponding period in 1917.

A loss of \$100,000 was sustained in a fire that broke out on the night of August 27 at the yards of the Murphy Lumber Company, Erlana, Ohio, and after destroying the yard spread to adjacent residences and factory buildings. The loss was covered to the extent of \$70,000 insurance.

C. N. Scott, who has been representing the Groer-Hawkins Lumber Company, Indianapolis, in Ohio territory is now representing the Gulfport Wholesale Lumber Company, of Gulfport, Miss.

The Tarbox Lumber Company, Cedarville, Ohio, was visited by fire recently and while its saw and planing mill was totally destroyed, the company considered itself fortunate in saving its large stock of lumber. The origin of the fire is believed to have been incendiary.

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JAMES E. STARK & CO., Inc.

BAND MILLS

MEMPHIS, TENN., DYERSBURG, TENN.

HARDWOOD LUMBER

VENEER MILLS

MEMPHIS, TENN.

Paul B. Sisson, secretary of the Western Lumber Company, Columbus, has resigned to enter the officers' training camp at Camp Taylor, Louisville.

The W. L. Whitacre Lumber Company, Columbus, has purchased a mill at Keform, Ala., from the Reform Milling Company. Associated with Mr. Whitacre in the deal is F. H. Marshall. The deal includes the mill proper, and extensive real estate holdings. The concern will be operated under the name of the Marshall Lumber & Mill Company. Mr. Marshall has been general sales manager for the Cotton State Lumber Company at Mehan Junction, Miss.

C. W. Hagemeyer, formerly with the Tennessee Lumber & Coal Company, Cincinnati, has been commissioned a lieutenant in the Army Signal Service.

R. W. Horton of the W. M. Ritter Lumber Company, reports a rather quiet hardwood trade. The bulk of the orders looked at present comes from manufacturing plants. Retail orders are not heavy. Prices are firm all along the line.

Major Quilly, quartermaster in the war department, in charge of the construction of the immense army depot, just east of Columbus, Ohio, has received instructions from Washington to erect two additional structures, each of which is to be 1,571 feet long and 169 feet wide. The estimated cost of the additional buildings is \$800,000.

Beginning about the middle of September, there will be activity around the Columbus Lumbermen's Club, which is housed in excellent club rooms at Chestnut and High streets. Regular meetings will be held from that time. These meetings were called off during the heated period of the summer.

◀ CLEVELAND ▶

Because lumber must have national representation at Washington to get results during the present war times, campaign for 100 per cent membership in the National Retail Lumber Dealers' Association by local hardwood interests is now under way here. Already more than half the members of the trade in Cleveland are members of the national organization, and it will be the aim of this hub to get those not already in as members during the next month. The movement is the outcome of an urgent appeal from Secretary C. A. Bowen, of the national body, at a meeting of the Cleveland Board of Lumber Dealers, at which practically the entire trade was represented. He said that there is so much work to be done at Washington now that petitions and appeals from local or state organizations will receive scant consideration, while a national body, with full power to represent the entire trade, will be heard.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Another comprehensive move is under way here this week, under the direction of the Cleveland Board of Lumber Dealers. Many firms are overstocked on certain materials. These firms will list their surplus stocks at the board, and these will go to concerns not so well supplied in these materials. It is probable the stocks will be allowed to go at concessions. In this way those at present oversupplied with material will turn the stocks into cash, and those purchasing them will have some price benefit.

Early awarding of contracts to automobile and truck firms here for the several million dollars war trucks and trailers is expected. This will mean a big consumption of hardwoods. Mostly oak will be used, as other materials are considered too high. About six firms in Cleveland will receive the contracts, and some of these are so large, they will be split in part to Buffalo and Detroit interests.

◀ INDIANAPOLIS ▶

Fire of undetermined origin destroyed the main building of the Huntington Lumber Company of Huntington, Ind., last Sunday, causing a loss estimated at approximately \$100,000, covered by insurance.

Edward Showers, president of the Showers Bros. Furniture Company, Bloomington, Ind., last week was elected president of the Bloomington Chamber of Commerce.

The Woodruff Powell Lumber Company of South Bend, Ind., has been incorporated with a capitalization of \$200,000. Directors of the company are Charles G. Powell, Vice D. Woodruff and H. J. Abtforth.

Fire last week destroyed the plant of the William Beamer Saw Mill Company of Bowling Green, Ind. No estimate has been made on the loss. Mr. Beamer lost a mill in a fire on the same site two years ago.

Contracts which will exceed \$600,000 when completed have been awarded by the war department to four Indiana firms, the war contract department of the Chamber of Commerce announced. The bid of the Connersville Furniture Company on 100,000 ammunition boxes for Browning machine guns was accepted. The Caswell Runyan Company of Huntington and the McBoagel Company at Frankfort received woodworking contracts. The Delta Electro Company received a \$120,000 contract for high power projector lights, for motor trucks. More requests for bids on ammunition boxes are expected soon. It was announced.

◀ EVANSVILLE ▶

In a statement recently published, the Evansville Furniture Manufacturers' Association pointed out that the furniture industry is an essential one, contrary to the belief of some people in all sections of the country.

In proof of this it states that the Federal Government in its various departments, war, navy, shipbuilding, aeroplane, hospital, institutions, etc., and the industrial housing of employees of war material producers, is requiring enormous quantities of furniture, cabinets, desks, tables, chairs, coves, boxes and other makes of wood. The statement also points out that the furniture and woodworking industry of the United States is now co-operating with the government and is doing all in its power to help Uncle Sam with the war. A few nights ago the Evansville Central Labor Union passed resolutions endorsing the plan of the manufacturers of this city to form a holding company for the purpose of bringing more war contracts to Evansville. The resolutions state, however, that the workmen of Evansville will expect the manufacturers in these plants to give them the same hours and working conditions as laid down by the war labor board and the national government. A committee representing the manufacturers of this section recently went to Washington to try to land more war contracts for this section.

The Connersville Furniture Company, Connersville, Ind., has been awarded the contracts by the Federal Government for the making of 100,000 boxes and this work will be rushed. McPerson and Foster, box manufacturers, have been working for several months on war contracts and have enough of these orders on hand now to keep the plant in operation for several months. The Evansville Tool Works and the Hercules Buggy Company are working on war contracts for the government, and many more of the local industries are expecting similar contracts within a short time.

The Fourth Liberty Loan campaign here will start on September 28 and will continue until \$6,000,000 worth of bonds have been sold in Evansville and Vanderburg county. Henry C. Murphy, sales manager for the campaign, has appointed committees of five hundred manufacturers and business men to take part in the big drive and make it a success. Many lumbermen are on the list.

The plant of the Whitmore Handle Company, Mt. Vernon, Ind., destroyed by fire several weeks ago at a loss of about \$200,000, has been rebuilt. The machinery has been installed and the factory is in operation again, being operated on steady time. The company has a large contract to make handles for the Hoe Island navy yard, which will keep the plant operating steadily for some time.

Robert Schalmack, aged sixty-three years, one of the best-known lumbermen of this section, died a few days ago at his home in Evansville after a short illness. For many years Schalmack has been connected with the Heffrich Lumber Manufacturing Company in Evansville, and was well known to the trade in southern Indiana, southern Illinois and western and northern Kentucky. He had spent most of his life in Evansville and was active in civic affairs. Mr. Schalmack is survived by his widow, two sons and four daughters, one of his sons being Henry Schalmack, who is fighting in the front line trenches in France with the American army.

Fred Bergman of Bergman & Mann, lumber dealers and planing mill owners at Christey, Ind., was a recent business visitor in Evansville. He said the country planing mills and lumber yards had had rather "rough" shipping this year, but he is not expecting business to pick up any the balance of the year.

John Byers, a lumber dealer in northern Oklahoma, for many years located in the lumber business at Hopkinsville, Ky., stopped here on his way home from Petersburg, Ind., where he visited his mother. Mr. Byers reported the crops in Oklahoma badly in need of rain and feared the drought that has prevailed there for sometime would do a great deal of damage to both cotton and corn.

Several of the large woodworking plants in Evansville are in need of additions, but in most instances those improvements will not be made until the close of the great world war.

J. Stuart Hopkins, general manager of the Never-Split Seat Company of this city, says trade with his concern has been good all season and that he is looking for a nice fall and winter trade. The plant has been operated steadily, although Mr. Hopkins has been handicapped at times because of the labor shortage.

MEMPHIS

The Deer Creek Lumber Company has been chartered under the laws of Mississippi. It has a capital stock of \$25,000 and the incorporators are: Frank C. Truham, Memphis, president; Chester F. Korta, vice president; and Frank A. Conkling, secretary and treasurer. The two latter are identified with the Triangle Lumber Company, with headquarters at Memphis, and with mill at Percy, Miss. The company has already installed a circular mill of 25,000 feet capacity at Metcalf, near Greenville, Miss. Its headquarters will be in Memphis.

The Triangle Lumber Company, Memphis, has purchased the timber on 3,500 acres of land in Washington county belonging to W. L. Crenshaw, a former partner in the Crenshaw & Cary Lumber Company, and will remove its land mill from Percy, Miss., to Midnight, Miss., for the development of this timber as soon as it has cut out its holdings at Percy. It is already shipping rails and other materials to Midnight and will immediately begin the construction of a railroad some miles in length for hauling the timber to the mill. Mr. Crenshaw bought this property with a view to forming a company for its development. Having sold this, he is making other plans but has made no announcement in regard thereto.

James E. Stark, head of James E. Stark & Co., Inc., and president of the Southern Hardwood Lumber Association, just returned from Chicago where a recent week on a mission of the illness of his wife, which is now much improved. Mr. Stark gave considerable attention to business conditions while in Chicago and declared that, in view of what he saw and heard, he is more optimistic regarding the hardwood lumber industry than at any time since the war began. He believes that conditions with respect to both labor and transportation are going to be such that replenishment of depleted hardwood stocks is largely out of the question. He further believes that there is a possibility, if not, indeed, a probability, that hardwood lumber will command higher prices this fall and winter than ever before. He is particularly impressed with the fact that in the North and East, where stocks are in hand and readily available, there is a good volume of business under way, and he anticipates that there will soon be an invasion of the southern field by buyers for the government and for private industry.

B. C. Orner, who has had wide experience in the sale of southern hardwoods, has accepted the position of sales manager of the H. W. Darby Hardwood Lumber Company which recently removed its headquarters from Grenada, Miss., to Memphis. Mr. Orner served for some years as sales manager for the Chapman-Lewis Lumber Company, Memphis, and Marked Tree, Ark., for the Racine Lumber & Manufacturing Company, Racine, Wis., and for the Powell-Myers Lumber Company, South Bend, Ind., coming from the latter to his new connection. He succeeds F. A. Brewer. The H. W. Darby Hardwood Lumber Company operates four mills in Mississippi and specializes in all kinds of gum, including tupelo.

The J. W. Dickson Company, with headquarters at Memphis, is preparing to close down its mill in Mississippi. According to the management of this firm, it is costing 100 per cent more to put lumber on sticks than a comparatively short time ago because it is so difficult to secure labor and because the labor obtainable is so inefficient. It further declares that there is neither pleasure nor profit in operating under such conditions and that it prefers to conserve its timber and other resources to dissipating them under such circumstances.

The Gayoso Lumber Company, which has a large mill at Blaine, Miss., announces that it is preparing to close down that plant, largely because of difficulties surrounding labor. Other companies are giving serious consideration to curtailment of operation voluntarily because they believe they are going to be forced to such a course in the near future if they do not take such action.

W. A. Wadlington, of the Valley Log Lending Company, will return in a few days from Petersburg, Can. He was stricken with paralysis some months ago and went there for his health. His condition is reported materially improved but he is still far from himself.

J. W. Dickson, dean of the hardwood lumber fraternity in this city and section, is receiving the congratulations of his numerous friends on the recovery of his wife from typhoid fever. Mrs. Dickson is now at her home after a stay of about eleven weeks in St. Joseph's hospital.

W. A. Wadlington, in charge of the offices of the Valley Lumber Company, Memphis and Trumann, Ark., is quite ill with typhoid fever. His condition is somewhat improved but he is still not entirely out of danger.

A branch of the Federal Reserve Bank, eighth district, St. Louis, was opened in Memphis Tuesday, with deposits of \$3,600,000. It is expected that this branch will greatly facilitate Memphis banking institutions in taking care of currency and other requirements of their customers, including lumbermen, as well as in handling rediscounts. All banks in West Tennessee, North Mississippi and East Arkansas preferring to do business through the Memphis branch instead of the parent bank at St. Louis are given opportunity of doing so.

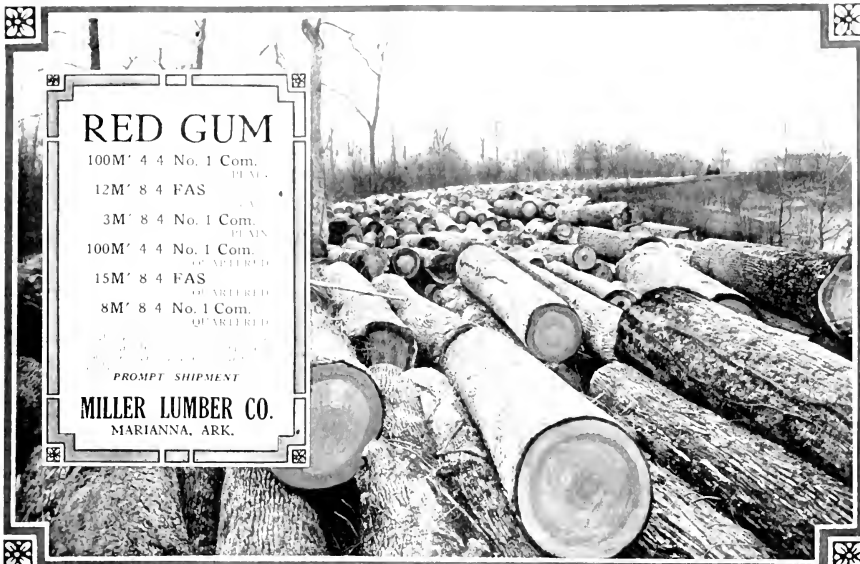
BEAUMONT

One of the most gratifying pieces of news since the recent gulf hurricane which swept through Louisiana near the Texas border is that the loss of timber will not be so great as first reported. Rex Browne, in charge of the hardwood department of the Beaumont Lumber Company, has just returned from the Bon Ami district and found that in some instances where the lumbermen thought their damage would be 50 per cent, a closer inspection after the tops had time to die, revealed that in many districts this loss would be cut down to 10 and 15 per cent. The most troublesome feature of the situation is that the trees were blown down in widely separated sections, making the work of salvaging both difficult and expensive.

The Lone Star Shipbuilding Company of Beaumont has launched its second ship, the "Aroelo." Another keel was laid in the vacated ways before sunset. This is the second Ferris type ship to be launched by the company, making the sixth for Beaumont. It was immediately towed to the equipping dock, where the machinery will be installed.

Three Ferris ships, fully equipped for sea, are expected to leave Beaumont during the present week for the Mexican trips. The Beaumont Shipbuilding Company has the company here for the third and "swampiest" ready for sea with the exception of a few minor fittings, which are coming by express, and the same condition prevails at the yard of the Lone Star Shipbuilding Company with the "Lone Star." Eight vessels altogether are being equipped in Beaumont, two of the hulls having been completed in Houston.

J. W. Link, president of the Beaumont Shipbuilding & Dry Dock Company and former George lumberman, has purchased a home in Beaumont



RED GUM

100M' 4 4 No. 1 Com.
PLAIN

12M' 8 4 FAS

3M' 8 4 No. 1 Com.
PLAIN

100M' 4 4 No. 1 Com.
OF MIXED

15M' 8 4 FAS
OF MIXED

8M' 8 4 No. 1 Com.
OF MIXED

PROMPT SHIPMENT

MILLER LUMBER CO.
MARIANNA, ARK.

and the other by Great Lakes from Houston. Mr. Little's company is getting hulls at the present rate of from \$100.00 to \$100.00 per ton, including eight ways labor. Hulls about 1000 ft long, 30 in diameter, are being a 3200 ton marine hull, which will be completed about September 15. They are also completing an 8000 ton hull, which will be ready to receive hulls the last of February. Work has been comparatively slack on the latter project on account of the slowness with which timbers arrived, the ship builders being given the preference.

The commercial organization of Beaumont, Orange and Port Arthur have concentrated their efforts to induce the shipping board to load out all vessels built at Beaumont and Orange with products of this section with out sending them in ballast to New Orleans and other ports for their first cargoes. One instance was cited where a newly completed ship left Orange in ballast for New Orleans while the Keith Lumber Company was shipping lumber nearly 300 miles by rail to New Orleans for export. The same tender could have been ratted to the harbor at Beaumont without ever touching the rails.

Lumbermen attach considerable interest to the visit last week of E. F. Bush, regional director of the southwest district under the railroad act administration. Mr. Bush made inquiry respecting the deep water piers at Beaumont, Orange, Port Arthur, Sabine and Lake Charles, but gave out no statement. The lumberman consider that he will make an effort to see that all products are carried to the nearest seaport, and this would mean the development of those ports on which they have spent much money and money to secure government recognition. It was the lumbermen who put up the first money for using the possibilities of Beaumont and Orange for the attraction of rail government, and they now have twenty six feet of water to the sea.

E. E. Hall, general sales agent of the Sabine Tramm Company, has returned from an extended visit to Dayton, Cleveland, Pittsburgh, Chicago and other northern points on a sales and export trip. He reports general market conditions in better shape, and expects buying on a large scale to begin by September 15.

Chas. S. Sanford, manager of the hardwood department of the Sabine Tramm Company, at Deweyville, has resigned and will engage in business for himself.

◀ MILWAUKEE ▶

The W. E. Priestley Lumber Company, 825 Wills building, Milwaukee, wholesale lumber, has filed articles of consolidation of the corporation. The company is retiring from business. John W. Priestley, president, and Ed

the poultry service on July 15, and Eugene E. Wallace, secretary and treasurer, will enter the government service shortly.

The Frost Veneer Sizing Company, Arthur, Wis., has been filling extensive government orders for aircraft veneers. Shipments have been made both by express and freight because of the urgency of the need of the material.

The N. Ludington Company, Marinette, Wis., blew its "long whistle" on August 17, having completed its final cut. The company has considerable stumpage remaining and may decide to resume operations later. However, no action will be taken until the trustees of the Isaac Stephenson Estate hold a meeting. A small force of men is being retained in the mill yard to look after shipping.

The F. B. Yates Machine Company, Beloit, Wis., a large manufacturer of woodworking machinery and equipment, has voluntarily adopted the basic eight-hour day, but will continue to operate ten hours a day, as before, because of the urgency of its orders. The employees, however, will be paid time and one-half for all hours worked in excess of eight hours, on condition that the regular time will be paid for fractional hours over eight if less than ten hours are worked in each day.

The B. Heinemann Lumber Company, Merrill, Wis., is extending its private logging railway four miles in Langlade county, in order to gain access to a virgin tract of timber, largely hardwoods. The extension is to be completed before the fall freeze-up to make possible logging operations on this tract during the coming winter. The Chicago & North Western serves the line.

The Hoopner Barthelt Company, Eau Claire, Wis., sustained an estimated loss of \$200 by fire on September 3, when a blaze in the dry kiln of its interior woodwork plant damaged the building and machinery. Prompt work saved the big plant.

The Northern Casket Company, Fond du Lac, Wis., on the evening of September 1 dedicated a large service flag with appropriate ceremonies held in Armory E. The flag was presented to the employees by William Mantle, president, and will hang over the main entrance to the factory.

A. H. Stange, head of the A. H. Stange Lumber Company, Merrill, Wis., has offered the city of Merrill a gift of \$50,000 for the construction of a municipal hospital and also presented a site for the proposed building. The single condition attached to the offer is that an annual appropriation for the maintenance of the hospital is guaranteed by the council. Matthews Bros. Manufacturing Company, 617 1/2 Fourth street, Milwaukee, maker of interior finish, fixtures, cabinets, etc., a experienced labor trouble recently. SIXTY five cabinet makers struck for an increase in

We're Buying and Shipping Hardwoods Especially



wages from 50 cents to 62½ cents an hour, but they returned to work the following day at the old scale.

The Northern Logging Congress, composed of four regional loggers' associations of Wisconsin and the upper peninsula of Michigan, will hold its annual meeting at the Hotel Pflaster, Milwaukee, on Thursday, September 19.

According to a report from Escanaba, Mich., the Helena Land & Lumber Company has acquired the sawmills of Goodman Brothers at Little Lake, Mich. Goodman Brothers will continue their logging operations, however.

The Universal Shipbuilding Company, Sturgeon Bay, Wis., which on June 1 took over the wooden shipbuilding plant of Richoldt, Walter & Co. is now constructing three wooden tugs, 150 feet long, with 30-foot beam and 16½-foot draft, for the United States Shipping Board.

The E. I. Dubant de Noyours Company, Wilmington, Del., which operates one of its largest expostives plants at Barstade, near Washburn, Wis., has completed arrangements to build 106 workmen's dwellings, within the limits of Washburn. Six of the houses will be residences for department heads.

The Michigan Hoop & Stave Company, Marinette, Wis., which recently resumed the operation of the plant on Witbeck Island, is planning to build an addition and install considerable new machinery. The plant was closed a year or more ago following the death of Oscar Lyon. The company has been reorganized and much new capital introduced. The new officers are: President, Herbert L. Peterson, Sturgeon Bay, Wis.; vice-president, P. J. Linden, Sturgeon Bay; secretary and treasurer, J. R. McLean, Marinette. Mr. Linden is works manager.

The Ayer & Lord Tie Company, Chicago, has taken the contract for furnishing the wood block flooring for the addition to the ordnance plant of the Wisconsin Gun Company at Milwaukee.

The Lawson Aircraft Corporation, Green Bay, Wis., in which Milwaukee capital has recently taken an extensive financial interest, is preparing to establish a large plant for the manufacture of complete aircraft as soon as the government completes the details of its new aircraft program. An option has been taken on the former works of the Wisconsin Engine Company at Corliss, where about 150,000 square feet of floor space is available. The capital stock of the Lawson company has been increased from \$200,000 to \$500,000. Fred J. Schroeder, secretary and treasurer of the John Schroeder Lumber Company, Milwaukee, has been elected treasurer. August H. Vogel, Milwaukee, is the new second vice-president, and Wilfrid Pollock, secretary of the Milwaukee County Council of Defense, is secretary. George W. Ellis, Green Bay, continues as president, and Alfred W. Lawson, vice-president and general manager.

The Highway Trailer Company, Edgerton, Wis., is erecting a \$30,000 factory addition, made necessary by the requirements of its extensive government contracts for trailer vehicles.

The New Holstein (Wis.) Realty Company has completed arrangements to build twenty-five workmen's homes.

Christian Hansen, founder and president of the Wisconsin Wagon Company, Madison, Wis., died August 25 at the age of sixty-three years. His son, Clarence, is secretary and treasurer of the company.

WE MANUFACTURE handsawed, plain and quarter sawed WHITE and RED OAK and YELLOW POPLAR

We make a specialty of Oak and Hickory Implementation, Wagon and Vehicle Stock in the rough

Your Inquiries Solicited

ARLINGTON LUMBER CO., Arlington, Kentucky

Swain-Roach Lumber Co. SEYMOUR, IND.

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White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

Plain Oak—1 car 2", 2 cars 2½" 1 car 3" FAS. Soft Maple—2 cars 2½" No. 1 com. & better. Soft Elm—½ car 3", ½ car 2½" and 4 cars 3/4 Log Run. 1 car 4/4 No. 1 & No. 2 com. Red Gum, ½ car 10/4 No. 1 com. & better. Quartered Red Gum, 1 car 4/4 Log Run Quartered Black Gum; 3 cars 4/4 FAS Quartered White Oak.

At Two Band Mills

**STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT**

Plain & Qtd. Red & White

OAK

AND OTHER
HARDWOODS

Even Color Soft Texture

MADE (MR) RIGHT

OAK FLOORING

We have 35,000,000 feet dry stock—all of our own manufacture, from our own timber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO.

(INCORPORATED)

CINCINNATI, OHIO

The Hardwood Market

< CHICAGO >

The condition locally is still rather mixed, but with sentiments gradually changing back to a more optimistic frame of mind. There are some conflicting sentiments of developments, but the majority of local hardwood men testify to a noticeable improvement in the call for lumber and are of the unanimous opinion that conditions are promising.

The car situation still is in pretty fair shape, but the trade is pretty well convinced that the shortage this fall will be greater than before on account of the record-breaking crops to be moved. In fact, cars are already headed west in considerable quantities and the movement will be augmented as the weeks go by.

< BUFFALO >

The hardwood trade is generally reported quieter than a few weeks ago. Buyers have been holding off on account of the vacation period, but factories are all busy and planning to buy considerable lumber during the present month. War work is, of course, the main dependence in the hardwood trade, and other lines are doing but little. The yards have stopped to a large degree the getting in of new stocks, having filled up to a liberal extent during the past few months, until they have an excellent all-around assortment.

Oak, maple, poplar, ash and cypress are reported to be the woods in which the largest demand exists. The call does not run to particular woods to the former extent, however, but most everything is getting a fair proportion of the trade. The range of prices is holding at the same level as for some weeks and not much objection is made to paying the price where the lumber is wanted.

< PITTSBURGH >

Hardwood business in this city is showing a decided improvement over the last few months. The market is now becoming more liberal and the demand for the various grades of hardwood is increasing. The market is now becoming more liberal and the demand for the various grades of hardwood is increasing. The market is now becoming more liberal and the demand for the various grades of hardwood is increasing.

< BOSTON >

The hardwood business in this city is showing a decided improvement over the last few months. The market is now becoming more liberal and the demand for the various grades of hardwood is increasing. The market is now becoming more liberal and the demand for the various grades of hardwood is increasing.

< BALTIMORE >

Considered next from the standpoint of the moment, hardwoods are in satisfactory shape. Orders are coming in with sufficient frequency to tax the facilities of the shippers, while the shipping arrangements are about as good as they could be. The market is now becoming more liberal and the demand for the various grades of hardwood is increasing. The market is now becoming more liberal and the demand for the various grades of hardwood is increasing.

< COLUMBUS >

The hardwood trade in central Ohio territory continues firm in every respect. Buying on the part of factories continues to be the best feature. Shipping facilities are still fairly good and deliveries have been made fairly well. But recently there is a tightening tendency noted in railroad transportation and that is expected to increase during the winter months. The movement of crops is placing a heavier burden on railroad equipment.

Prices are firm at the levels which have prevailed for some time. In fact there is a slight tendency to advance in certain varieties. Both plan

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PENNSYLVANIA

Exclusive Selling Agents

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GRAND RAPIDS

VAPOR DRY KILN

GRAND RAPIDS
MICHIGAN

GUARANTEES

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The Grand Rapids Vapor Kiln guarantee is based on a scientific measurement; it is original and the result of our thirty years' experience in wood-working.

We know the difference between ordinary kiln operation and ordinary guarantees, and we know you do want dependable guarantees based on real service and tests.

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Grand Rapids Veneer Works
Grand Rapids, Mich. Seattle, Washington
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Published semi-annually
in February and August

It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also organized and the same is open to you. Write for terms.

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- The Central Manufacturers' Mutual Insurance Company, Van Wert, Ohio.

CINCINNATI

Hardwood Manufacturers and Jobbers

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Manufacturers of Hardwood Lumber, Oak & Poplar especially
Our location makes possible quick delivery of anything in timber and hardwood lumber

The Tegge Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties

OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

and quartered oak are in good demand. Poplar trade is active and the demand is especially strong for the lower grades. Ash and basswood are firm and the same is true of chestnut. Other hardwoods continue strong. Collections are fairly good.

< CLEVELAND >

Strengthening effect on some hardwoods is looked for in this market following the awarding of contracts now pending from Washington. These contracts will be principally for motor trucks and trailers, several million dollars worth of which will be turned out by half a dozen motor car and truck manufacturers here. In fact some of the individual contracts are so large that they will be subdivided, and part sent to Buffalo and Detroit producers. As the stocks of hardwoods here are perceptibly larger in the last fortnight, and as much of the present material on hand will be drawn upon to meet these contracts, in part at least, it is expected prices on some of the materials will tend to firm up. Owing to the unusually high prices on ash and other materials hitherto considered the best for the work in prospect, much of the material to be used in this work will be of oak. This movement into consumption will mean much for the trade here as a whole, as there is practically no more call for hardwoods for housing or other interior finishing, up to the last year the principal outlet in this territory. Practically all of the houses that were started here this season are nearing completion, and orders long ago were placed and have been filled or will be during the coming month. Indications are now that the year will close with the percentage far below that fixed six months ago for the building projects in Cleveland.

< INDIANAPOLIS >

By the placing of more government orders in this territory the demand for hardwood is increasing. Although the demand in building circles is very slack, building operations having practically ceased, the wholesale trade reports that it is doing an excellent business.

Car shortage conditions have been somewhat improved during the last two weeks and mills have been taking advantage of this situation to build up a surplus supply of logs for the winter, and stocks generally have been built up.

A survey is to be started here next week to ascertain if there are any more woodworking plants engaged in their usual line of work which can be converted into manufacturing establishments for the use of the government. It is possible that such a survey will result in more government contracts being placed in this territory.

The retailers are not heavy buyers at this time because very little activity in building circles is anticipated until the end of the war. The country lumber dealers, however, are a little more fortunate, as they report a good demand for this season of the year. The work on farms has been practically closed for the season and the prosperous farming communities are doing considerable building.

The heavy demand for box making materials continues. Ash, hickory and walnut are also in excellent demand. Furniture manufacturers are buying in satisfactory volume. Collections are reported as good.

< EVANSVILLE >

There has been little or no change in trade conditions in southern Indiana points during the past two or three weeks. August was a fair month, and manufacturers are looking forward to a good trade the balance of the year which, in their opinion, will bring in a larger volume of trade than the four corresponding months of last year. Collections are good. Good rains fell recently in southern Indiana and have greatly helped the growing corn and alfalfa. The rains also have enabled the farmers to plow their ground for fall wheat sowing. From the present indications the acreage of wheat in this part of the state this fall will be much larger than last fall.

The demand for the various grades of lumber wanted for the manufacture of war materials by the Federal Government is strong. Plain and quartered white oak, quartered sycamore, hickory, ash, elm, beech, maple and walnut are moving along all right and poplar also is in fine demand. Gun is in best demand now that it was during the summer months. Manufacturers have no trouble now in selling lumber and say buyers are not so particular about prices quoted as they are about prompt shipment of their orders. The car shortage situation is greatly improved, but the labor shortage still looms up and manufacturers do not look for a betterment in this situation during the fall and winter. Logs are coming in a little more freely than they were two months ago and prices are very high. The contractors and architects report building operations in Evansville almost at a standstill and planing mills have little to do outside of repair work. Sash and door men say that trade continues to lag, but wood consuming factories report a good business and most of the plants are running on full time.

< MEMPHIS >

A better demand is reported for southern hardwoods than a short time ago though it is admitted that business is still rather quiet. It does not appear, however, that there is willingness on the part of holders to cut prices in order to attract business. On the contrary, there is distinct indisposition to make concessions for two reasons: First, manufacturers believe there is going to be an exceptionally active demand this fall and

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WANTED—COMPETENT

Live salesman, experienced in hardwood lumber and retail.

Address "BOX 93," care HARDWOOD RECORD.

EXPERIENCED BOX SAWYERS.

Steady work year round. Good pay, climate and working conditions. Address

G. ELIAS & BRO., INC., Buffalo, N. Y.

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15 hardwood lumber manufacturers. One who has experience and ability required. Address "BOX 82," care HARDWOOD RECORD.

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for large Northern sawmill and yard operating continuously. Located in city of good size. Requite experience and give references. Address "BOX 87," care HARDWOOD RECORD.

LOG BUYER WANTED

One thoroughly experienced in buying black walnut logs. Write fully, stating experience and salary expected. Address "BOX 86," care HARDWOOD RECORD.

WANTED—EXPERIENCED

Hardwood Logging Superintendent for northwestern Kentucky, capable of taking full charge of woods and railroad. Must be level-headed and a good handler of labor. Will pay good salary to right man. Give experience and references in strict confidence. AMERICAN LUMBER & MFG. CO., Pittsburgh, Pa.

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With full stock of Northern and Southern hardwood desires services of a competent and responsible salesman to cover Chicago territory, beginning September 1. Must be a hustler of high standing, with thorough trade acquaintances. Answer giving full references and stating salary at which will start in connection with a percentage of profits.

Address "BOX 80," care HARDWOOD RECORD.

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FOR SALE

Electric power plant, now on skids at Redwine, Kentucky, can ship quick. Recently overhauled and is in perfect working order. Price \$6,750.00 net. 6, 6, 6, cars Redwine, Ky., slight draft and B L attached. Can be inspected any time.

1 General Electric Curtis Turbine unit consisting of

Generator, 1,750 K. W. General electric vertical, 5 phase, 60 cycle, 2700 or 440 volts, 1500 RPM.

Turbine, 750 K. W., condensing (250) K. W. Non-condensing Curtis vertical, 1500 RPM 150 psi steam pressure at throttle, 28" vacuum. Above complete with all piping equipment. LENOX SAW MILL COMPANY, Lenox, Ky.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

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WANTED—BLACK WALNUT LOGS

For Government Work.

Will inspect when loaded and pay cash.

THE STEELE-ALDERFER COMPANY.

Cuyahoga Falls, Ohio.

WANTED

quartered White Oak Flitches.
 NATIONAL VENEER & LBR. CO.,
 Indianapolis, Ind.

LUMBER WANTED

WANTED—BASSWOOD

No. 2 and better, 4, 4, for spot cash.
 Address "BOX 91," care HARDWOOD RECORD.

WANTED

20 cars 6 4 log run elm; 10 cars 4 4 clear faced quartered white oak strips, 3, 4, 4 1/2, and 5" wide. Quote delivered prices on each grade. C. O. B. cars Thomasville. T. J. FINCH & BROTHER,
 Thomasville, N. C.

15 CARS SAP GUM

4 4 No. 1 common dry, price delivered on a Chicago rate. S. BURKHOLDER LUMBER CO.,
 Crawfordville, Ind.

WANTED TO BUY

Hard and soft wood Slabs and Edgings, 12", 16", 24", 30" and 48" for fuel wood. Also Charcoal. Write COVEY-DURHAM COAL CO., 431 S. Dearborn St., Chicago.

LUMBER WANTED

FOR GOVERNMENT WORK

The almost daily Bulletins of the Lumbermen's Bureau, 809 Munsey Bldg., Washington, D. C., contain rush inquiries for all character of Hardwoods for government departments and government contractors with lists of new contractors, prices, etc. Write for free sample bulletins.

MANUFACTURERS TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists. R. H. CATLIN CO.,
 Equitable Bldg., Wilmington, Del.

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FOR SALE—3,000 ACRES

Virgin white and red oak timberland—either stumpage or fee, on railway in East Arkansas; will cut eight million feet merchantable timber. Finest agricultural land when cleared. Price reasonable. Terms to responsible parties. Address owners, OEBEL & KLEINER, Stuttgart, Ark.

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When you are buying BIRCH

consult us. We have it

JONES HARDWOOD COMPANY
 10 High Street BOSTON, MASS.

FOR SALE—BASSWOOD

5 4 & 6 4 No. 2 common. Can dress and resaw if desired. WALTER C. MANSFIELD, Menominee, Mich.

FOR SALE

5 cars 8 4" No. 2 Com. Hard Maple
 3 cars 8 4" log run Soft Elm

1 car 8 4" No. 3 Com. Soft Elm

Nice, dry, well manufactured stock.

FOSTER BROTHERS, Tomahawk, Wis.

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932 N. Broad St., Philadelphia, Pa.
 Will cut to order 8 to 10 cars Locust in the log in New Jersey. Also Poplar and Sweet Gum in the log in sizes and lengths desired.

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60,000 ft. 5, X12 to 17" FAS Poplar

15,000 ft. 2" FAS Poplar

Also piled at Macon, Georgia

9 cars 2" FAS Poplar

6 cars 3" FAS Poplar

1 car 4" FAS Poplar

Also piled at Cairo, Ill.

1 car 2" FAS Poplar

1 car 3" FAS Poplar

2 cars 4" FAS Poplar

Also piled at Michigan point

3 cars 4 4" FAS Poplar

2 cars 5 4" FAS Poplar

3 cars 8 4" FAS Poplar

Also piled at Evansville, Ind.

44,000 ft. 6 4" FAS Poplar

25,000 ft. 6 4 S. & S. Poplar

70,000 ft. 1 1/2" No. 1 Com. Poplar

21,000 ft. 5/8" No. 1 Com. Poplar

17,000 ft. 5/8 S. & S. Poplar

130,000 ft. 5/8 No. 1 Com. Poplar

Also all dry stock. Will name attractive prices on this lumber.

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Buffalo, N. Y.

FOR SALE

1 car 4 4 oak mill run or on grades, also 1 car 3x4 6mm porch posts.

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In Ontario, White Pine, Hemlock and Birch estimated at 70,000,000 and 100,000 cords of pulpwood. Address

WARREN ROSS LUMBER CO., Jamestown, N. Y.

CHEAP TIMBER

9 1/2 million feet Oak, Pine, Hickory, Cypress, Ash, Poplar, Gum, etc. 5 cent per cord. Right on railroad, plenty cheap labor, easy logging conditions, 4 yrs. to cut same. Price \$2.50 per M. For full information write

MAER REALTY CO., Columbus, Miss.

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FOR SALE ON STUMP

Located in Southern Indiana. Large quantity of Beech and Maple, some Oak and Hickory, covering 600 acres. Bargain. Address,
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DIMENSION STOCK WANTED**ARTILLERY RIM STRIPS**

Four or Five 2 1/2" x 8" x 8' or 10' long
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WANTED TO BUY

- 5 cars 2x2 1/2" Clear Oak Squares
- 5 cars 2x2 1/2" Clear Oak Squares
- 5 cars 1 1/2 x 1 1/2" Clear Oak Squares
- 10 cars 1 1/2 x 1 1/2" 20 and 40" Clear Oak Squares
- 5 cars 1 1/2 x 2 1/2" 5' clear Oak
- 5 cars 1 1/2 x 2 1/2" 5' clear Oak
- 5 cars 1 1/2 x 2 and 2 1/2 x 40" clear Oak

Write for orders to cut. We are always in the market.

THE FROST LUMBER CO., Cincinnati, Ohio

BUSINESS OPPORTUNITIES**SPLENDID CHANCE FOR WOOD SPECIALTIES BUSINESS**

We have for sale or to rent the best equipped outfit for specialty line of woodwork, that can use old lot of lumber. Building on lot between the Pa. Railroad, 400' wide track and water front, 20,000 ft. deep dock, 187' long. Modern steel sash throughout. Splendid operating and raw material conditions. A real opportunity. Address: BOX 70, East Hardwood Record.

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Sample Sheets, Price List and Catalog of Other Supplies Will Be Sent on Request

FRANK R. BUCK & CO.

2133 Kenilworth Ave. CHICAGO, ILL.

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HARDWOODS FOR SALE**LUMBER****ASH**

NO. 1 C, 1 1/2" x 8" x 8' and 10' x 8' ELIAS & HIRSH, Buffalo, N. Y.

COM. 8 1/2" GAYOSO LUMBER CO., Memphis, Tenn.
 NO. 1 C, 4" x 12", reg. width, & lath, 6 mos. dry. FAS. 2 1/2" x 8" up, reg. lath, 6 mos. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.
 COM. & BTR., 4 1/2" x 4", KRAETZER-CURED LUMBER CO., Memphis, Tenn.
 NO. 1 C & BTR., 1 1/2" x 8 1/2" x 10 1/2", reg. width, & lath, dry. NO. 2 C, 1 1/2" x 8 1/2", reg. width, & lath, dry. PENROD, JERDEN & McCOWEN, INC., Memphis, Tenn.

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NO. 1 C & BTR., 10 1/2" x 1 1/2" dry. ELIAS & HIRSH, Buffalo, N. Y.
 COM. & BTR., 4 1/2" x 4", reg. width, & lath, 4 mos. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.
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BEECH

NO. 1 C & BTR., 1 1/2" x 8" x 8' and 10' x 8' ELIAS & HIRSH, Buffalo, N. Y.

NO. 2 C & BTR., 6 1/2" x 8" x 8' and 10' x 8' and 6 1/2" x 8" x 8' and 10' x 8' EAST JORDAN LUMBER CO., East Jordan, Mich.
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BIRCH

FAS. & NO. 1 C, 800 1/2" x 8" good widths, 500 1/2" x 8" x 8' and 10' x 8' ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 2 C & BTR., 6 1/2" x 8" x 8' and 10' x 8' and 6 1/2" x 8" x 8' and 10' x 8' EAST JORDAN LUMBER CO., East Jordan, Mich.
 FAS. 1 1/2" x 8" x 8' and 10' x 8' NO. 1 C, 1 1/2" x 8" x 8' and 10' x 8' NO. 2 C & BTR., 1 1/2" x 8" x 8' and 10' x 8' JACKSON & TINDLE, Grand Rapids, Mich.

FAS. 6 1/2" x 8" x 8' and 10' x 8' good widths, 500 1/2" x 8" x 8' and 10' x 8' and 6 1/2" x 8" x 8' and 10' x 8' EAST JORDAN LUMBER CO., East Jordan, Mich.
 NO. 1 C, 4 1/2" x 8" x 8' and 10' x 8' dry, band sawn, J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C & BTR., 10 1/2" x 1 1/2" x 4" NO. 1 & 2 C & BTR., 10 1/2" x 1 1/2" x 4" MASON-DONALSON LUMBER CO., Rhineclaire, Wis.
 NO. 1 C & BTR., 1 1/2" x 8" x 8' and 10' x 8' and 1 1/2" x 8" x 8' and 10' x 8' STIMSON HARDWOOD CO., Chicago, Ill.

BUTTERNUT

COM. & BTR., 1 1/2" x 8" x 8' and 10' x 8' HOFFMAN BROS. CO., Ft. Wayne, Ind.

CHERRY

NO. 1 C & BTR., 1 1/2" x 8" x 8' and 10' x 8' ATLANTIC LUMBER CO., Buffalo, N. Y.
 FAS. 4 1/2" x 8" x 8' and 10' x 8' up HOFFMAN BROS. CO., Ft. Wayne, Ind.

CHESTNUT

NO. 1 C & BTR., 1 1/2" x 8" x 8' and 10' x 8' ATLANTIC LUMBER CO., Buffalo, N. Y.
 NO. 1 C, 8 1/2" x 8" x 8' and 10' x 8' and 1 1/2" x 8" x 8' and 10' x 8' BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
 NO. 1 C & BTR., 1 1/2" x 8" x 8' and 10' x 8' and 1 1/2" x 8" x 8' and 10' x 8' YEAGER LUMBER CO., Buffalo, N. Y.

COTTONWOOD

FAS. NO. 1 C & NO. 2 C, 10 1/2" x 1 1/2" H. W. DAREY HARDWOOD LUMBER CO., Memphis, Tenn.
 NO. 1 & 2 C, 1 1/2" x 8" x 8' and 10' x 8' EHEMANN & CO., Memphis, Tenn.

COM. 1 1/2" GAYOSO LUMBER CO., Memphis, Tenn.

LOG RUN 4 1/2" KRAETZER-CURED LUMBER CO., Memphis, Tenn.
 NO. 1 & 2 C, 5 1/2" x 8" x 8' MEMPHIS BAND MILL CO., Memphis, Tenn.
 NO. 1 C, 4 1/2" x 8" x 8' and 10' x 8' H. W. DAREY HARDWOOD LUMBER CO., Memphis, Ark.

CYPRESS

SEL., 1 1/2" GAYOSO LUMBER CO., Memphis, Tenn.

LOG RUN 4 1/2" & 5 1/2" KRAETZER-CURED LUMBER CO., Memphis, Tenn.

SEL., 1 1/2" x 12" SHOP, 1 1/2" x 8" & 12" PECKY, 1 1/2" STIMSON VENEER & LUMBER CO., Memphis, Tenn.
 NO. 1 SHOP & BTR., 1 1/2" x 8" x 8' and 10' x 8' and 1 1/2" x 8" x 8' and 10' x 8' YEAGER LUMBER CO., Buffalo, N. Y.

ELM—SOFT

LOG RUN 6 1/2" BLISS-COOK OAK CO., Blueville, Ark.

LOG RUN, 5 1/2" x 12" BELGRADE LUMBER CO., Memphis, Tenn.

NO. 2 C & BTR., 1 1/2" x 8" x 8' and 10' x 8' EAST JORDAN LUMBER CO., East Jordan, Mich.

NO. 2 C & BTR., 1 1/2" x 8" x 8' and 10' x 8' EHEMANN & CO., Memphis, Tenn.

LOG RUN, 8 1/2" x 8" x 8' GAYOSO LUMBER CO., Memphis, Tenn.

LOG RUN, 8 1/2" x 8" x 8' JACKSON & TINDLE, Grand Rapids, Mich.
 LOG RUN 6 1/2" x 12" KRAETZER-CURED LUMBER CO., Memphis, Tenn.

LOG RUN 4 1/2" and thicker, can cut to suit buyer, J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 2 C & BTR. 8 1/2" & 12 1/2" MASON-DONALSON LUMBER CO., Rhineclaire, Wis.

LOG RUN, 10 1/2" & 12 1/2", reg. width, & lath, 6 mos. dry. J. V. STIMSON HARDWOOD CO., Chicago, Ill.

ELM—ROCK

NO. 1 C & BTR., 10 1/2" x 1 1/2" x 4" ELIAS & HIRSH, Buffalo, N. Y.

GUM—SAP

NO. 2 C & BTR., 3 3/4" x 11" BELGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C & NO. 2 C, 10 1/2" x 1 1/2" x 4" H. W. DAREY HARDWOOD LUMBER CO., Memphis, Tenn.

BOX BDS., 4 1/2" x 12-17", reg. lath, air-dried R. J. DARNELL, INC., Memphis, Tenn.

FAS. & NO. 1 C, 6 1/2" x 8" x 8' and 10' x 8' EHEMANN & CO., Memphis, Tenn.

LOG RUN 4 1/2" KRAETZER-CURED LUMBER CO., Memphis, Tenn.

NO. 1 C, 4 1/2" MEMPHIS BAND MILL CO., Memphis, Tenn.

FAS. 4 1/2" x 12-17", reg. lath, 6 mos. dry BOX BDS., 4 1/2" x 12-17", reg. lath, 6 mos. dry. J. V. STIMSON HARDWOOD CO., Chicago, Ill.

NO. 2 C, 5 1/2" UTLEY-HOLLADAY CO., Chicago, Ill.

GUM—PLAIN RED

NO. 1 C & BTR., 4 1/2" x 8" BELGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C, 4 1/2" BLISS-COOK OAK CO., Blueville, Ark.

FAS. & NO. 1 C, 6 1/2" x 8" x 8' and 10' x 8' G. O. EHEMANN & CO., Memphis, Tenn.

COM. & BTR., 1 1/2" KRAETZER-CURED LUMBER CO., Memphis, Tenn.

NO. 1 C, 4 1/2" MEMPHIS BAND MILL CO., Memphis, Tenn.

NO. 1 C, 4 1/2" x 8" x 8' and 10' x 8' PENROD, JERDEN & McCOWEN, INC., Memphis, Tenn.

FAS. & NO. 1 C, 1 1/2" x 8" x 8' UTLEY-HOLLADAY CO., Chicago, Ill.

GUM—QUARTERED RED

COM. & BTR., 1 1/2" x 8" x 8' and 10' x 8' BELGRADE LUMBER CO., Memphis, Tenn.

COM. & BTR., 1 1/2" x 8" x 8' and 10' x 8' BELGRADE LUMBER CO., Memphis, Tenn.

COM. & BTR., 1 1/2" x 8" x 8' and 10' x 8' BELGRADE LUMBER CO., Memphis, Tenn.

FAS. 1 1/2" x 8" x 8' and 10' x 8' BELGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C, 5 1/2" x 8" x 8' and 10' x 8' and 5 1/2" x 8" x 8' and 10' x 8' STIMSON HARDWOOD CO., Chicago, Ill.

HARDWOODS FOR SALE

GUM—TUPELO

NO. 1 C. BOX B.S. 4/4", 9-12", 13-17", reg. lgth., 6 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

FAS. 4 1/4" GAYOSO LUMBER CO., Memphis, Tenn.

MAHOAGNY

FAS. NO. 1 C. SHORTS & WORMY, 1/2-16/4", plain & figured, Mexican & African, HUDDLESTON-MARSH MAHOAGNY CO., Chicago.

MAPLE—HARD

NO. 1 C. 4 1/4", good width 50% 14-16", 2 yrs. old. ATLANTIAN LUMBER CO., Buffalo, N. Y.
LOG RUN 4 1/4" BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR. 4/4 & 5/4" reg. width & lgth., rap two sides 8 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. & BTR., END ORIFIED, white, 4 1/4 & 5" reg. width & lgth., 1-2 yrs. dry. NO. 1 C. & BTR. QTD., 1 1/2" x 4", 16", 20 mos. dry. EAST JORDAN LUMBER CO., East Jordan, Mich.

NO. 1 C. 8 1/4", 1 yr. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

NO. 1 C. 4 1/4 & 5 1/4", FAS STOPS, 6 1/2", 11-15" THEM, FATHAYER CO., Chicago, Ill.

NO. 1 C. & BTR. 5/4, 6/4, 8/4 & 10/4 LOG RUN 4/4, 5/4, 6/4 & 8/4. JOHN HALFFENNY, INC., Philadelphia, Pa.

NO. 3 C. 5 1/4-16 1/4" QTD., 6/4 & 8 1/4", JACKSON & TENN. Grand Rapids, Mich.

NO. 1 & BTR. QTD., 5/4", good widths & lgth., dry JONES HARDWOOD CO., Boston, Mass.

LOG RUN 4/4 & thicker, can cut to suit buyer, J. M. LOGAN LUMBER CO., Knoxville, Tenn.

FAS. 4 1/4" NO. 2 & BTR., 5/4 & 6 1/4" NO. 3 C. 8 1/4", MASON DONALDSON LUMBER CO., Rhineclander, Wis.

NO. 1 C. & BTR., 4/4-16/4", reg. width, std. lgth., 12-18 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

MAPLE—SOFT

LOG RUN 8/4" NO. 1 C. & BTR. 12 1/4" JOHN HALFFENNY, INC., Philadelphia, Pa.

LOG RUN 12 1/4" reg. width & lgth., dry. PENROD JURDEN & MCGOWEN, INC., Memphis, Tenn.

OAK—PLAIN RED

NO. 2 C. & BTR., 3/4, 4/4 & 5/4", BELLGRADE LUMBER CO., Memphis, Tenn.

FAS 10/4", reg. width & lgth., 3-18 mos. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 8 1/4", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS 5 1/4", 11" & up, 10" & up, 1 yr. dry. HOFFMAN BROS. CO., Chicago, Ill.

FAS 4/4 & 5/4", reg. width, 14-16", 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

FAS & NO. 1 C. 4 1/4", COM. & BTR. 10/4 & 12 1/4", MEMPHIS BAND MILL CO., Memphis, Tenn.

NO. 1 C. & BTR., 6 1/4" reg. width & lgth., 4 mos. dry. NO. 1 C. & BTR. 10/4", reg. width & lgth., 7 mos. dry. J. N. STIMSON HARDWOOD CO., Helena, Ark.

FAS & NO. 1 C. 4 1/4", UTLEY-HOLLOWAY CO., Chicago, Ill.

NO. 1 C. & BTR., 4/4-16/4", reg. width, std. lgth., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4 1/4", BLISS-COOK OAK CO., Blissville, Ark.

FAS 4 1/4", reg. width & lgth., 10 mos. dry. J. N. STIMSON HARDWOOD CO., Helena, Ark.

OAK—PLAIN WHITE

NO. 1 C. 4 1/4", reg. width & lgth., 1-2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 2 C. & BTR., 4 1/4" BELLGRADE LUMBER CO., Memphis, Tenn.

FAS 8 1/4", 1 yr. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

LOG RUN 14-16/4" KRAETZNER-CURED LUMBER CO., Memphis, Tenn.

FAS 4 1/4", reg. width, 14-16 1/2" 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 & 2 C., both 4 1/4", MEMPHIS BAND MILL CO., Memphis, Tenn.

NO. 1 C. & BTR., 8 1/4 & 12 1/4" reg. width & lgth., dry. PENROD JURDEN & MCGOWEN, INC., Memphis, Tenn.

NO. 1 C. & BTR., 10 1/4-12 1/4" reg. width, std. lgth., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED WHITE

NO. 1 C. 3/4" & up. BLISS-COOK OAK CO., Blissville, Ark.

NO. 2 C. & BTR., 4 1/4" BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. 3 1/4", 6-7", reg. lgth., air-dried. R. J. DARNELL, INC., Memphis, Tenn.

NO. 1 C. & BTR., 6/4 & 8 1/4" reg. width & lgth., 1-2 yrs. dry. GEO. C. EHEMANN & CO., Memphis, Tenn.

FAS 3 1/2 & 1 1/2" 6" & up, N. & up, 6 mos. dry. FAS 4/4" reg. width & lgth., 4 mos. & over dry. STRIPS 4 1/2", 2 1/2" 5", reg. lgth. 6 mos. dry. B.S. 3/4" & 5/4" reg. width & lgth., 6-12 mos. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

NO. 1 C. & BTR., 4 1/4" 4", reg. lgth.; NO. 1 C. 4 1/4", reg. width, 14-16 1/2" 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 2 C. 1/4", MEMPHIS BAND MILL CO., Memphis, Tenn.

OAK—MISCELLANEOUS

NO. 2 C. & NO. 3 C., PL. R. & W. 3/4" reg. width & lgth., air-dried; FAS & NO. 1 C., PL. R. & W. 5/8" reg. width & lgth., air-dried;

NO. 2 C., PL. R. & W. 3/4" & up, reg. lgth., air-dried. R. J. DARNELL, INC., Memphis, Tenn.

POPLAR

NO. 1 C. 4/4", 7" & up, reg. lgth., 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

COM. & BTR., 5/4 & 4 1/4", ran. width & lgth., 6-8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FAS 4 1/4", 10-12", 14-16", 4 mos. dry. FAS 5/4 & 6 1/4", 12" & up, 14-16", 4 mos. dry. COM. 4/4, 5/4 & 10/4", reg. width, 14-16", 4 mos. dry. NO. 2 & 4/4" reg. width, 14-16", 4 mos. dry. NORMAN LUMBER CO., Louisville, Ky.

NO. 1 C. & BTR. 5/8-16/4", reg. width, std. lgth., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

SYCAMORE

LOG RUN, PL. & Qtd., 4 1/4", STIMSON VENEER & LUMBER CO., Memphis, Tenn.

WALNUT

NO. 2 C. 4/4", reg. width & lgth. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. 6 1/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS & NO. 1 C. 4 1/4", reg. width & lgth., 6 mos. dry. COM. & BTR., 5/4" & up, reg. lgth. 8 mos. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

FAS & NO. 1 C. 5/8-8 1/4", very dry. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

COM. & BTR. 4/4", ran. width & lgth., 6-8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FLOORING—MAPLE

NO. 1, %x3 1/2, %x2 1/2, CLR. %x2, %x2 1/2. T. WILCOE CO., Chicago, Ill.

FLOORING—OAK

CLR. FACE, QTD., white, 1 1/2x2 1/2, G. H. EVANS LUMBER CO., Chattanooga, Tenn.

SEL. RED %x2, %x1 1/2, %x2 1/2. T. WILCOE CO., Chicago, Ill.

VENEER—FACE

GUM—RED

QTD. FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

FIG. all thicknesses. NICKY BROTHERS, INC., Memphis, Tenn.

MAHOAGNY

ANY thickness. THE DEAN-SPICKER CO., Chicago, Ill.

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, any size. PENROD JURDEN & MCGOWEN, Memphis, Tenn.

OAK—PLAIN

SWD. 1/20-1/4". HOFFMAN BROS. CO., Ft. Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

SWD. 1/20-1/4". HOFFMAN BROS. CO., Ft. Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SWD, white, all thicknesses. NICKY BROTHERS, INC., Memphis, Tenn.

POPLAR

CLEAR 1/8", 1/2 to 1 1/2", 1/4", kiln dried. EVANSVILLE VENEER CO., Evansville, Ind.

ANY thickness, any size, rotary, QTD. cut or sliced. PENROD WALNUT & VENEER CO., Kansas City, Mo.

WALNUT

ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.

1/20-1/4", HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

ANYTHING in walnut, veneer, pl. & fig., rty. and sliced. PICKLE WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOAGNY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 1S and 2S. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, good 1S and 2S. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

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Brown & Hackney, Inc.	12
Buffalo Hardwood Lumber Co.	3
Crane, C. & Co.	6-18
Creshaw-Gary Lumber Co.	10
Darby, H. W., Hdwd. Lumber Co.	10
Darnell, R. J., Inc.	11
Davis, Edw. L., Lumber Co.	11
Dooley, F. T., Lumber Company	13
Dudley Lumber Company	12
Ehemann, Geo. C. & Co.	11
Ellis, G. & Bro.	4
Evans, G. H., Lumber Co.	11
Fathauer, Theo., Company	3
Ferguson & Palmer Company	10
Galloway-Pense Company	5-6
Gayson Lumber Company	12
Goodlander-Robertson Lumber Company	6-11
Haffpenny, John, Inc.	49
Hoffman Brothers Company	1-7
Ho-Wu Lumber Company	5
Kraetz-Downey Lumber Co.	12
Kurz-Downey Company	5
Lucas, J. M., Lumber Co.	8
Long-Bell Lumber Company	11
Long-Knight Lumber Company	11
McBrain, J. Gibson & Co.	2
McLean, Hugh, Lumber Co.	2
Memphis Hardwood Flooring Co.	12
Memphis Found Mill Company	6-10
Memphis Hardwood Flooring Co.	17
Miller, Sturm & Miller	4
Miller Lumber Co.	7-15
Mossman Lumber Company	12
Mowbray & Robinson Company	7-16

Bliss-Cook Oak Company	7-16
Bonner, J. H. & Sons	6-10
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Brown, W. F. & Sons Lbr. Co.	11
Brown & Hackney, Inc.	12
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Dooley, F. T., Lumber Company	13
Dudley Lumber Company	12
Ehemann, Geo. C. & Co.	11
Ellis, G. & Bro.	4
Evans, G. H., Lumber Co.	11
Fathauer, Theo., Company	3
Ferguson & Palmer Company	10
Galloway-Pense Company	5-6
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Lucas, J. M., Lumber Co.	8
Long-Bell Lumber Company	11
Long-Knight Lumber Company	11
McBrain, J. Gibson & Co.	2
McLean, Hugh, Lumber Co.	2
Memphis Hardwood Flooring Co.	12
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Lucas, J. M., Lumber Co.	8
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McBrain, J. Gibson & Co.	2
McLean, Hugh, Lumber Co.	2
Memphis Hardwood Flooring Co.	12
Memphis Found Mill Company	6-10
Memphis Hardwood Flooring Co.	17
Miller, Sturm & Miller	4
Miller Lumber Co.	7-15
Mossman Lumber Company	12
Mowbray & Robinson Company	7-16

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Colts & Mitchell, Inc.	3
Horner, William	15
Long-Bell Lumber Company	11
Mason-Danielson Lumber Co.	3
Memphis Hardwood Flooring Co.	12
Mitchell Bros. Company	3
Northwestern Coopersage & Lumber Company	3
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Mershon, W. B. & Co.	11
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NORTHERN MANUFACTURERS

J. RAYNER CO.
INCORPORATED

VENEERED PANELS

ALL WOODS
SEND FOR STOCK LIST

MAHOGANY LUMBER
CARROLL AVE. AND SKELDON ST.
CHICAGO

A floor to adore



For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company
22nd and Throop Sts., CHICAGO, ILL.

**Utley-Holloway
Company**

MANUFACTURERS
OAK ASH
COTTONWOOD
ELM GUM

BAND MILLS: Clayton, Louisiana
General Office: 111 W. Washington St.
CHICAGO, ILLINOIS

BAND SAW MILLS

Wildsville, La.—Varnado, La.—Meridian, Miss.

CLARENCE BOYLE
Incorporated

Manufacturers and Wholesalers
Southern Hardwoods
and Yellow Pine

1205 LUMBER EXCHANGE BLDG.
CHICAGO

COUNTERFEIT CHECKS

are frequent except where our

**Two Piece
Geometrical
Carter Coin**

is in use, the
imitation is not
possible.

Sample if you
ask for it.

**S. D. CHILDS
& Co.
CHICAGO**

We also make Time
Checks, Steelulls and
Log Hammers



Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak.

We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

We Offer for May Shipment

40,000' 4/4 No. 1 C. & B. End Dried White Maple
45,000' 6/4 No. 1 C. & B. End Dried White Maple
40,000' 5/4 No. 1 C. & B. End Dried White Maple
60,000' 6/4 No. 1 C. & B. End Dried White Maple
150,000' 1 1/2" up No. 1 C. & B. Hard Maple
200,000' 4/4 to 1 1/4" No. 2 C. & B. Soft Elm
40,000' 4/4 No. 2 C. & B. Birch
113,000' 8/4 No. 2 C. & B. Beech

Write us for prices today

East Jordan Lumber Co.

Manufacturers "IMPERIAL" Maple Flooring

East Jordan

Michigan

VON PLATEN LUMBER CO.

IRON MOUNTAIN

MICHIGAN

Manufacturers of
NORTHERN HARDWOODS

75 M ft. of 4/4 No. 1 Com. & Btr. Birch
150 M ft. of 4/4 No. 1 & 2 Com. Birch
100 M ft. of 5/4 No. 1 & 2 Com. Birch
75 M ft. of 5/4 No. 1 Com. & Btr. Birch
100 M ft. of 6/4 No. 1 Com. & Btr. Birch
100 M ft. of 8/4 No. 2 Com. & Btr. Birch
60 M ft. of 10/4 No. 1 Com. & Btr. Birch

"Over the Top"



THAT phrase has been worn to a frazzle but it illustrates a point we have in mind. "Over the Top," in the sober, military sense, implies a high state of training and a smooth-running *organization*.

In business it means the same thing—full development of the organization so that no matter what the call may be the response may be immediate and 100 per cent effective.

In a business sense we are ready for the "Zero Hour"; ready with the organization, one of the biggest in the hardwood business; ready with the equipment, we have a great body of the finest Southern hardwood timber and a scientifically modern mill; ready with the stock as our splendidly built yard carries 15,000,000 feet ready for your inspection.

If it's war work or commercial work, we are thoroughly able to meet your call.

Sincerely,

WISCONSIN LUMBER CO.

CHICAGO
BAND MILLS DEERING, MO.

WIS →

STIMSON'S MILLS

Four organizations with the single purpose of meeting the wants of the most scrupulous buyer of all domestic hardwoods—

Indiana & Southern Hardwood Lumber and Rotary Veneer

J. V. STIMSON, Huntingburg, Indiana
STIMSON VENEER & LUMBER CO.
Memphis, Tennessee

J. V. STIMSON HARDWOOD CO.
Memphis, Tennessee, & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of
SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following is a List of a Few of the Items We
Now Have in Stock:

Dry, Ready for Prompt Shipment

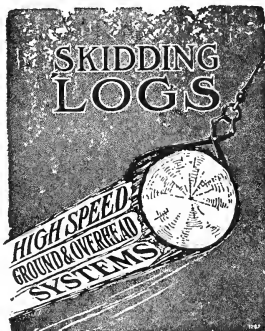
COTTONWOOD		OAK	
4 Cars 1" Boxboards, 13" to 17"		5 Cars 1" FAS. Red	
3 Cars 1" Boxboards, 8" to 12"		2 Cars 1" FAS. White	
4 Cars 1" FAS, 6" to 12"		2 Cars 1 1/2" No. 1 C. & Btr. Red	
5 Cars 1" No. 1 Common		5 Cars 1" No. 1 Com. Red	
4 Cars 1 1/2" No. 1 Common		2 Cars 1" No. 1 Com. White	
4 Cars 1" No. 2 Common		5 Cars 1" No. 2 C. Red & White	
2 Cars 1 1/2" No. 2 Common		3 Cars 2 1/2" No. 1 Com. & Btr.	
3 Cars 2" FAS.		Plain Red Oak	
		2 Cars 3" No. 1 Com. & Btr.	
		Plain White Oak	
		5 Cars 2" Log Run Elm	
		5 Cars 1" Log Run Elm	
		3 Cars 1 1/2" Log Run Elm	
		4 Cars 1 1/2" Log Run Elm	
		3 Cars 2" Log Run Maple	
		2 Cars 1 1/4" Log Run Maple	
		2 Cars 5/4" Log Run Maple	
		2 Cars 2 1/4" Log Run Maple	
		3 Cars 1" No. 1 Com. & Btr.	
		Sycamore	
		5 Cars 1" No. 2 & No. 3 Com.	
		Sycamore	
		2 Cars 2" Select & Better Cypress	

GUM

4 Cars 1" FAS. Sap
5 Cars 1 1/2" FAS. Sap
3 Cars 1 1/2" FAS. Sap
4 Cars 1" No. 1 Common
5 Cars 1" No. 2 Common
2 Cars 1 1/2" FAS. Red
1 Car 1 1/2" FAS. Red
1 Car 1 1/2" No. 1 Common
3 Cars 2" FAS. Qtd. Red
2 Cars 2" No. 1 Com. Qtd. Red

Our stock is manufactured from a nice class of timber and therefore runs to nice grade and extra good widths and lengths.

We solicit your request for delivered prices



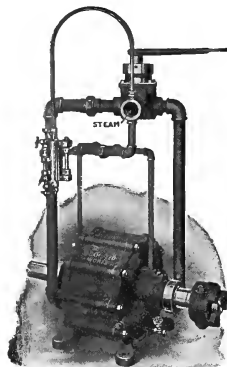
Our Overhead Systems with Interlocking Engine Drums skid both uphill and downhill; reduce wear on main cable

Write for particulars

LIDGERWOOD MFG. CO.

Originators of Overhead and Ground Steam Logging Machinery

Chicago 96 Liberty St., New York Seattle
New Orleans: Woodward, Wight & Co., Ltd. Canada: Canadian Mills-Chalmers, Ltd., Toronto



SOULE Steam Feed

Designed for the sawmill by a millman.

It will not use excessive steam and gives instant and positive control.

Our prices are actually, not relatively, low.

It has positively increased capacity from 10 to 50 per cent

SOULE STEAM FEED WORKS
MERIDIAN, MISS.

DRUM OUTFITS, STACKERS, POWER TIMBER HANDLERS,
LATHES, DOGS AND OTHER MILL EQUIPMENT

Hardwood Record

Semi-Monthly
Twenty-Second Year

537 SOUTH DEARBORN STREET
CHICAGO, SEPTEMBER 25, 1918

Subscription \$2.
Vol. XLV, No. 19.

LATEST LIST QUICK M-D MOVERS

Thoroughly Dry

Ready to Be Shipped

DO YOU NEED?

BIRCH
200,000' 4 1/2" No. 1 C. & Btr.
200,000' 4 1/2" No. 2 Common
150,000' 4 1/2" No. 3 Common
100,000' 5 1/2" No. 1 C. & Btr.
200,000' 6 1/2" No. 1 C. & Btr.
150,000' 5 1/2" FAS.
100,000' 5 1/2" No. 3 Common
100,000' 6 1/2" No. 1 C. & Btr.
50,000' 12 1/2" No. 2 C. & Btr.

BASSWOOD
300,000' 1" No. 1 Com. & Btr.
50,000' 1" No. 2 Common
100,000' 5 1/2" No. 2 C. & Btr.
50,000' 5 1/2" No. 3 Common
20,000' 2 1/2" & Wider No. 2
Com. & Btr.

SOFT ELM
1 car 5 1/2" No. 1 C. & Btr.
50,000' 6 1/2" FAS.
150,000' 8 1/2" No. 2 C. & Btr.
30,000' 12 1/2" No. 2 C. & Btr.

HARD MAPLE
50,000' 4 1/2" FAS.
75,000' 4 1/2" No. 1 C. & Btr.
150,000' 5 1/2" No. 2 C. & Btr.
150,000' 6 1/2" No. 1 C. & Btr.
80,000' 6 1/2" No. 2 Common
200,000' 8 1/2" No. 2 C. & Btr.
100,000' 10 1/2" No. 2 C. & Btr.
110,000' 12 1/2" No. 2 C. & Btr.

SOFT MAPLE
75,000' 6 1/2" No. 2 C. & Btr.



Soft Elm Just From Green Chain on Way to Piles

The Mixed Car Specialists

Mason-Donaldson Lumber Company

RHINELANDER, WIS.

HARDWOODS, PINE, HEMLOCK, MAPLE AND BIRCH FLOORING

ESTABLISHED 1798

J. Gibson McIlvain & Co.

LUMBER

Hardwoods A Specialty

PHILADELPHIA, PENNSYLVANIA

Manufacturers

Wholesalers

THIS MARK MEANS

Quality—GOLDEN RULE—Service



THE ANDERSON-TULLY COMPANY

MEMPHIS, TENNESSEE

*Southern Hardwood Manufacturers**70,000,000 feet a year*

Michigan Hardwoods Cadillac Quality

Nature has been generous in supplying Cadillac an abundant supply of superior timber and we are supplementing her work with the best methods of manufacture.

This has made Cadillac Quality famous.

Good timber, lumber well manufactured and seasoned, grades that are reliable and not blended to meet price competition, punctual service; — these are the elements of Cadillac Quality.

We sell direct to responsible dealers and manufacturers.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Stock Widths

No. 3 Common Hardwoods

We can furnish No. 3 Common Maple and Beech, random lengths, as follows:

1x4	1x 8
1x5	1x 9
1x6	1x10
1x7	1x11 & wider

The stock is mixed
Maple and Beech but
runs largely Maple

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
Hardwood Lumber

300,000' No. 2 Com. & Bhr., 4/4"	50,000' No. 2 Com. & Bhr., 4/4"	OAK
75,000' No. 2 Com. & Bhr., 6/4"	50,000' 1st & 2nds 4/4" to 10/4"	MAPLE
SOFT ELM		
300,000' No. 2 Com. & Bhr., 4/4"	14,000' WHITE MAPLE	
60,000' No. 1 Com. & Bhr., 10/4"	14,000' 1st & 2nds 4/4", end dried	
15,000' No. 1 Com. & Bhr., 12/4"		
BEECH		HEMLOCK
300,000' No. 2 Com. & Bhr., 4/4"	125,000' Merchantable 4/4"	
CHERRY		ASH
17,000' No. 2 Com. & Bhr., 4/4"	15,000' No. 2 Com. & Bhr., 4/4"	

Write for Prices

W. D. Young & Co.
BAY CITY MICHIGAN

WE WILL QUOTE ATTRACTIVE PRICES
ON THE FOLLOWING:

39 M ft. 1 1/2 x 2"	No. 1 Maple Flooring
32 M ft. 1 1/2 x 2"	Clear Maple Flooring
90 M ft. 1 1/2 x 4"	Prime Maple Flooring
45 M ft. 1 3/4 x 4"	Prime Maple Flooring
150 M ft. 5 4 No. 3	Common Basswood
50 M ft. 8 4 No. 2	Common & Better Beech
100 M ft. 5 4 No. 3	Common Beech
200 M ft. 6 4 No. 2	Common & Better Elm
100 M ft. 8 4 No. 2	Common & Better Elm
65 M ft. 10 4 No. 1	Common & Better Elm
75 M ft. 12 4 No. 1	Common & Better Elm
100 M ft. 6 4 No. 3	Common Elm
40 M ft. 8 4 No. 3	Common Elm
100 M ft. 12 4 No. 3	Maple
25 M ft. 4 4 No. 3	Com. & Better Red and White Oak
10 M ft. 8 4 No. 1	Common & Better White Oak
5 M ft. 10 4 No. 1	Common & Better White Oak

The Kneeland-Bigelow Company

Manufacturers of Hardwood Lumber
Bay City Michigan

BUFFALO

The Foremost Hardwood Market of the East

Atlantic Lumber Company HARDWOODS

WEST VIRGINIA SOFT RED AND WHITE OAK
Our Specialty: West Virginia and Pennsylvania Cherry
1055 Seneca Street

Taylor & Crate HARDWOODS OF ALL KINDS

A stock of 18,000,000 to 20,000,000
feet of hardwoods carried at all
times at our two big Buffalo Yards
Established 59 Years Rail or Cargo Shipments

Miller, Sturm & Miller

*Hardwoods
of All Kinds* 1142 Seneca St.

G. ELIAS & BRO. HARDWOODS

White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
Timber, Millwork, Boxes, Maple and Oak Flooring
955-1015 Elk Street

Hugh McLean Lumber Co.

OUR SPECIALTY:
QUARTERED WHITE OAK
940 Elk Street

Blakeslee, Perrin & Darling

A Complete Stock of Seasoned Hardwoods
including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
Gum, Hickory, Maple, Plain & Quartered Oak, Poplar & Walnut.
1100 Seneca Street

BUFFALO HARDWOOD LUMBER CO.

SPECIAL FOR SALE
2" to 4" No. 1 Common and Better Elm
2", 2 1/2", 3" and 4" No. 1 Common and Better White Ash
2 1/2" and 3" No. 1 Common and Better Plain Oak
Hardwoods & Red Cedar
Plain and Qtrd. Oak has been our hobby for years

Yeager Lumber Company INCORPORATED

EVERYTHING IN HARDWOODS
932 Elk Street

Standard Hardwood Lumber Co. OAK, ASH AND CHESTNUT

1075 Clinton Street

T. SULLIVAN & CO. *Hardwoods* Ash and Elm NIAGARA—CORNER ARTHUR

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries

LOUISVILLE

THE HARDWOOD GATEWAY OF THE SOUTH

W. P. Brown & Sons Lumber Co.

General Offices and Distributing Yard
LOUISVILLE, KY.

Allport, Ark. **Eight Band Mills** Fayette, Ala.
Furth, Ark. Geridge, Ark. Gunt, Ala.
Brasfield, Ark.

White Oak	1 1/2 in. x 4 in.	1 1/2 in. x 6 in.	1 1/2 in. x 8 in.	1 1/2 in. x 10 in.	1 1/2 in. x 12 in.	1 1/2 in. x 14 in.	1 1/2 in. x 16 in.	1 1/2 in. x 18 in.	1 1/2 in. x 20 in.
Red Oak	1 1/2 in. x 4 in.	1 1/2 in. x 6 in.	1 1/2 in. x 8 in.	1 1/2 in. x 10 in.	1 1/2 in. x 12 in.	1 1/2 in. x 14 in.	1 1/2 in. x 16 in.	1 1/2 in. x 18 in.	1 1/2 in. x 20 in.
Plain White Oak	1 1/2 in. x 4 in.	1 1/2 in. x 6 in.	1 1/2 in. x 8 in.	1 1/2 in. x 10 in.	1 1/2 in. x 12 in.	1 1/2 in. x 14 in.	1 1/2 in. x 16 in.	1 1/2 in. x 18 in.	1 1/2 in. x 20 in.

Wood Mosaic Co.

Main Office, New Albany, Ind.

Band Mills: New Albany, Ind. Highland Park, Ky.

White Oak	1 1/2 in. x 4 in.	1 1/2 in. x 6 in.	1 1/2 in. x 8 in.	1 1/2 in. x 10 in.	1 1/2 in. x 12 in.	1 1/2 in. x 14 in.	1 1/2 in. x 16 in.	1 1/2 in. x 18 in.	1 1/2 in. x 20 in.
Red Oak	1 1/2 in. x 4 in.	1 1/2 in. x 6 in.	1 1/2 in. x 8 in.	1 1/2 in. x 10 in.	1 1/2 in. x 12 in.	1 1/2 in. x 14 in.	1 1/2 in. x 16 in.	1 1/2 in. x 18 in.	1 1/2 in. x 20 in.
Plain White Oak	1 1/2 in. x 4 in.	1 1/2 in. x 6 in.	1 1/2 in. x 8 in.	1 1/2 in. x 10 in.	1 1/2 in. x 12 in.	1 1/2 in. x 14 in.	1 1/2 in. x 16 in.	1 1/2 in. x 18 in.	1 1/2 in. x 20 in.

Norman Lumber Company

LOUISVILLE, KY.

We specialize in
POPLAR

1 1/2 in. and 2 in. x 4 in.	1 1/2 in. x 6 in.	1 1/2 in. x 8 in.	1 1/2 in. x 10 in.	1 1/2 in. x 12 in.	1 1/2 in. x 14 in.	1 1/2 in. x 16 in.	1 1/2 in. x 18 in.	1 1/2 in. x 20 in.
2 in. and 2 1/2 in. x 4 in.	2 in. x 6 in.	2 in. x 8 in.	2 in. x 10 in.	2 in. x 12 in.	2 in. x 14 in.	2 in. x 16 in.	2 in. x 18 in.	2 in. x 20 in.
2 1/2 in. and 3 in. x 4 in.	2 1/2 in. x 6 in.	2 1/2 in. x 8 in.	2 1/2 in. x 10 in.	2 1/2 in. x 12 in.	2 1/2 in. x 14 in.	2 1/2 in. x 16 in.	2 1/2 in. x 18 in.	2 1/2 in. x 20 in.

LET US HAVE YOUR INQUIRIES
Write or wire for prices

Edward L. Davis Lumber Co.

Kentucky and Indiana Ash
Walnut and Hickory

We have a very complete stock of Ash and are prepared to make special grades for Automobile, Aeroplane, and Bending Purposes.

PLEASE SEND US YOUR INQUIRIES

W. R. Willett Lumber Co.

LOUISVILLE, KY.

PLAIN WHITE OAK	MISCELLANEOUS							
1 1/2 in. and 2 in. x 4 in.	1 1/2 in. x 6 in.	1 1/2 in. x 8 in.	1 1/2 in. x 10 in.	1 1/2 in. x 12 in.	1 1/2 in. x 14 in.	1 1/2 in. x 16 in.	1 1/2 in. x 18 in.	1 1/2 in. x 20 in.
2 in. and 2 1/2 in. x 4 in.	2 in. x 6 in.	2 in. x 8 in.	2 in. x 10 in.	2 in. x 12 in.	2 in. x 14 in.	2 in. x 16 in.	2 in. x 18 in.	2 in. x 20 in.
2 1/2 in. and 3 in. x 4 in.	2 1/2 in. x 6 in.	2 1/2 in. x 8 in.	2 1/2 in. x 10 in.	2 1/2 in. x 12 in.	2 1/2 in. x 14 in.	2 1/2 in. x 16 in.	2 1/2 in. x 18 in.	2 1/2 in. x 20 in.

DIMENSION STOCK Mahogany and Walnut

Aside from our production of lumber and veneers—We are manufacturing kiln-dried mahogany and walnut dimension stock at the rate of 2,000,000 feet annually, and this department has been steadily growing since 1902. We think that these simple facts make detailed argument unnecessary—as to our prices, quality of our stock, and promptness of service.

However, we have ready for mailing a circular which explains in detail how and why you can save time money and trouble—through our dimension stock. But if you don't care for the circular, and if you realize what an expensive luxury your waste pile is, send us your cutting bills, as you would give them to your stockcutters. We will quote a specific price for each style you manufacture.

C. C. Mengel & Brother Co

—Manufacturer of Implement Stock.
 —Manufacturer of Car Material.
 —Manufacturer of Factory Dimension.

USE OAK

* Has Individual Display Ad on Page Designated.

Long-Bell Lumber Company

Best Saw Operators in Southern Hardwoods
 Kansas City, Missouri

A. B. C—
 15 years supply assumed by \$2,000 acres Virgin St.
 Francis Basin Timber, largely Oak.
 Tschudy Lumber Company,
 Manufacturer, Kansas City, MISSOURI

The hardest oak lacks much of being as hard as lignum vitae; the strongest is weaker than locust; the heaviest is lighter than mahogany, but in average strength single acre hardwood would be hard to find a wood superior to oak.

We have a fine stock of 4/4 Plain White Oak; 4/4 P&B Quartered White Oak.
 GALLOWAY-PEASE COMPANY,
 Manufacturer, Poplar Bluff, MISSOURI

The secret of all the oaks of the United States are believed to be Bartram oak and the Pines oak. All known specimens of these two trees could stand on single acre and still leave considerable ground unoccupied.

We carry a complete stock of plain and quartered Red and White oak in all specifications. Our facilities for prompt shipments are second to none.
 BAKER-MATTHEWS LBR CO. Sikeston,
 Manufacturer, Tenn. MISSOURI

Why do your children like Oak best? For the same reason that you did—they know it is not easily scratched or marred. Think it over.
 Special
 1 car 6/4" Qld. Red Oak Best Stock
 1 car 6/4" Qld. White Oak Best Stock
 1 car 6/4" Qld. White Oak Best Stock
 ARKLA LBR. & MFG. CO.,
 St. Louis, MISSOURI

A. B. & C—
 Triple Band of
 The Meadow River Lumber Company
 Rainelle, W. Va.
 Manufacturer High-Grade Hardwoods

There are eight evergreen oaks in the United States, more than half of which are confined to the region, west of the Rocky Mountains.

Several oaks in different parts of the United States are known locally as "rock oak," but that is not the proper name of any of them.
 *See page 10.

J. H. Bonner & Sons
 Manufacturer, Band Saw Hardwood Lumber
 Memphis, Tenn. Mill: Jaconville, Ark.

The pin oak is not so named because it is famous for pins or tree nails, but because its limbs and branches have little swell or enlargement at their base, and look like pins driven into the bole or into the larger limbs.

A. B. & C—
 Carr Lumber Company, Inc.
 Pittmore Hardwoods
 Blufford Forest, N. C.
 Manufacturer

It is believed that the combined stand of all other species of oak in the United States would not equal that of the common white oak.

16,000 ft. 1" to 2" Qld. White Oak
 50,000 ft. 1" to 2" Com. Qld. White Oak, 8" & wdr.
 JOHN B. RANSOM & CO.,
 Manufacturer, Nashville, TENNESSEE

The "Conestoga wagons," famous a century ago, and sometimes called "prairie schooners," were made wholly of oak and iron, and were good for a quarter of a century of hard usage. They were made at Conestoga, Pa.

A. B. & C—
 Chas. F. Luedemann Hardwood Lbr. Co.
 Manufacturers and Wholesale Lumber Dealers
 St. Louis, Missouri

Alton Lumber Company

Manufacturers
 FOR GOVERNMENT USE—BEST QUALITY
 WHITE OAK

Buckhannon West Virginia
 Oak forests of fully matured trees, bearing perfect crops in Northern Oklahoma and Southern Kansas, and the tallest of the trees little exceed two feet in height.

Goodlander-Robertson Lumber Co.
 Manufacturer of Hardwoods
 Memphis, Tennessee

Watch the present market for oak—it's getting stronger every day. Time to stock up!

It would not make much difference so far as the song is concerned, but it would satisfy some people's curiosity if the matter could be settled whether the "Old Oaken Bucket" was made of white oak or of red oak.

We have for sale shipment large stock of 1/4 & 1/2 4/4 & Red Oak; other thicknesses from 1/4 to 2 1/4 in grades.
 FARRIS HARDWOOD LUMBER CO.,
 Manufacturer, Nashville, TENNESSEE

The oldest piece of oak shaped by human hands is believed to be an oak cap discovered a few years ago buried in mud at the bottom of a well in England, and believed to be 3,000 years old.

For 25 years we have made Oak and still specialize in this, the best of American hardwoods. Our prices, grades and service are worth considering.
 LOVE, BOYD & CO.,
 Manufacturer, Nashville, TENNESSEE

No other wood of the United States is as suitable for quarter sawing as white oak. Some of the red oaks measure quite well up to white oak in that respect, but as a general proposition they fall considerably below it.

For anything in OAK write these representative firms

(*See page 11)
 QUARTERED OAK OUR SPECIALTY
 Memphis Band Mill Company
 Manufacturer, Memphis TENNESSEE

Practically all the oak cut in Europe, west of Russia and the Balkans, belongs to a single species, though the qualities of the wood from various regions differ greatly and bear different names.

It was once a favorite belief in folk lore that an oak tree grows during three hundred years and dies during the next two hundred.

Machine manufactured oak flooring is a modern invention, but hand dressed oak has been used for floors since ancient times. Doubt is cast on the wisdom of lumber because he did not use oak instead of cedar in his temple.

(*See page 48)
 C. Crane & Co.
 Hardwood Lumber
 Band Mills at Cincinnati, O.

Botanists who are looked upon as authority in such matters, have endeavored to change the book name of Northern red oak from *quercus rubra* to *quercus borealis*.

Manufacturers of Plain and Quartered Oak also Oak Timbers and Bridge Plank
 SABINE TRAM COMPANY, TEXAS
 BEATMON

The largest oaks of the United States are found in California, where they are known as valley oak. Trunks may be from six to ten feet in diameter.

(*See page 56)
 1000 stock of dry 4/4, 5/4 & 7/4 Plain Red and White Oak on hand at Burlington, Ark. for prompt shipment.
 THREE STATES LUMBER CO. TENNESSEE
 Manufacturer, Memphis

The golden oak which grows in California, is not so named because of the color of its wood, but on account of the yellow fuzz on the under side of its leaf.

B. & C—
 We Manufacture Hardwood From Pine West Virginia
 WARN LUMBER CORPORATION
 Haywood, W. Va.

White oaks ripen their acorns in a single season, while those of red oaks hang on the trees and grow during two summers. They are usually quite small at the close of the first growing season.

Yellow Poplar Lumber Company
 Coal Grove, Ohio
 Manufacturer

Oak makes the heaviest of bridge timbers or the finest of period furniture. Is there any other wood so versatile?

The color of the artistic English wood known as brown oak is said to be due to incipient decay which has spread through the texture of the wood.

There are no new problems to overcome in curing or caring for Oak lumber. It has been too long used.

A & B—
 If you want Round, Soft Textured White & Red Oak, both in Plain and Quartered, write
 DEHLMFELDER BROTHERS & CO., OHIO
 Manufacturers, Cincinnati

Were all the Oak timber to be destroyed over night the effect on business in general would be chaotic.

The Band Mill, Planing Mill and Dry Kiln of the
 Williams Lumber Company
 is located at
 Fayetteville, Tennessee

Why has Oak always led in offerings at the furniture shows? Ask anyone who sells furniture.

All lumber piled in same lengths and similarly loaded in cars.
 CLAY LUMBER COMPANY, W. VA.
 Manufacturer, Middle Fork,

A & C—
 Manufacturers of Hardwood Lumber; also Millwork, Flooring and Oak Flooring.
 WEST VIRGINIA TIMBER CO., W. VA.
 Charleston.

A— 150,000 ft. 4/4 No. 2 Com. Plain Oak
 Specialties in Bone Dry, Good Widths & Lengths
 BARR-HOLADAY LUMBER CO., OHIO
 Manufacturer, Greenfield.

Clothes don't make the man, nor does finish make the furniture—but it helps. See the latest.

We are cutting off 20,000 acres of fine finest Oak in West Virginia. For the very best, try
 AMERICAN COLUMBIAN & LUMBER CO., W. VA.
 Manufacturer, St. Albans.

There is a species for every need—a grain and figure for every taste. Are you familiar with them all?

Babcock Lumber Company
 Pittsburgh, Pa.
 Annual Capacity, 150,000,000 Feet
 Manufacturer

Do you know of any other wood that pleases in so many ways and in so many garbs as does Oak?

Pardee & Curtin Lumber Company
 Sales Office—Cincinnati, W. Va.
 Band Mills—Curtin, Coal Side—
 Ing and Hominy Falls, W. VA.

Good eating and good Oak go well together. They make an especially logical combination in these days of high prices.

Specialties
 Quarter-sawn White Oak, Plain Red and White Oak
 C. L. RITTER LUMBER COMPANY,
 ROCKCASTLE LUMBER COMPANY,
 Manufacturers, Huntington, W. Va.

(*See page 11)
 Kentucky Soft Textured White Oak, Red Oak and Poplar, High-class, sound, square edged White Oak Timbers.
 AMERICAN LBR. & MFG. CO., Pittsburgh,
 Manufacturer and Wholesale PENNSYLVANIA

Oak was spoken of with affection in the Scriptures and will be held in esteem by our children's children generations hence.

A—Manufacturer of Impregnated Stock
B—Manufacturer of Car Material
C—Manufacturer of Factory Dimensions.

"USE OAK"

* Has Individual Display Ad on Page Designated.

Oak lumber in commercial quantities is produced by forty states and more than 18,000 mills cut it. The number of oak mills in North Carolina exceeds the number in any other state.

Did you ever test a tree or saw an oak-topped Oak waistcoat? Try it and then tell your customers about it.

Flow Varnish Sales and Wood Lumber
Wood-Mosaic Company, Inc.
New Albany, Ind.
Manufacturer

Varnish and Hardwood Lumber
Hoffman Brothers Company
Manufacturer Ft. Wayne, Ind.

Oak is just as ornamental today as it was useful five centuries ago—that as useful today as it was ornamental then.

Flow Varnish Sales
Manufacturers of Hardwood Lumber and Flooring
The Mowbray & Robinson Company
Cincinnati, Ohio

Write for List and Prices
North Vernon Lumber Company
Manufacturer North Vernon, INDIANA

Everyone KNOWS what OAK is; that is why it is so easy to sell Oak goods.

For anything in OAK write these representative firms

B & C
Manufacturers Hand Sawn Plain and Quartered Oak and other Hardwood Lumber
Sabine River Lumber & Logging Co., Inc.
San Antonio, Texas

5 cars 4 1/4 White Oak F&N & No. 1 C.
In cars 5 1/4 Plain Red Oak Beta F&N & No. 1 C.
WILLIAMSON-KUCKY MILL & LUMBER CO.
Manufacturer, Mound City, ILLINOIS

The laurel oak is more abundant in Florida than in any other part of the United States, but it is not abundant anywhere. Few large reach sawmills.

Special—500 000 ft. 4 1/4 F&N Flat White & Red Oak
LAMB-FISH LUMBER CO.
Manufacturer, Charleston, MISSISSIPPI

Flow Varnish Sales
Paepcke Leicht Lumber Company
SOUTHERN HARDWOODS
General Offices, Conway Building, Chicago
Manufacturer

West Virginia leads all other states in the production of oak lumber, and Tennessee stands second on the list. These two states furnish one-third of all the oak lumber sawed in the United States.

Beda Young Lumber Company
Manufacturers Band Sawn Hardwood Lumber
Saw Mills: Band Mill: JACKSON, TENN.
GREENSBURG, IND.
Please let us have your inquiries.

We Manufacture Hardwood Lumber
C. & W. Kramer Company
Richmond, Indiana

The oak tree under which John Wesley preached his first sermon in America still stands in Georgia and is an object of great interest to tourists. It is the common southern live oak.

We specialize in White and Red Oak and in Quartered Oak and other Hardwood Lumber.
ALEXANDER BROTHERS
Manufacturers, Helzoni, MISSISSIPPI

Factories in the United States use approximately two billion feet of oak yearly, which is about 65 per cent of the total sawmill production of this wood.

There will always be a market for all the oak our sawmills have any right to cut.

There are eight evergreen oaks in the United States, more than half of which are confined to the region west of the Rocky Mountains. None of them is of such much value as a source of lumber.

Charles H. Barnaby
Manufacturers of Band Sawn Hardwood Lumber and Varnish
Greencastle, Ind.

No one should fancy that the "beach oak" loses prestige. It was given that name because its leaves are shaped like those of a peach tree. It is likewise called white oak because the foliage resembles that of white oak.

We have to offer at present 4 1/4 F&N Quartered White Oak, 1 car 4 1/4 No. 1 C & Red Quartered Red Oak.
SWAIN-SRAC LUMBER CO.
Manufacturer Seymour, INDIANA

J. V. Stimson
Manufacturer and Wholesale Hardwood Lumber
Huntingburg, Indiana

The oldest oak tree still standing if tradition is true is known as Abraham's oak, near Jerusalem. If the patriarch Abraham ever camped in its shade, as the story goes, the cent must have occurred 4,000 years ago.

No wood is more susceptible to the fuming process than oak, and both red and white oak are suitable for this process.

Miller Lumber Company
Manufacturer and Dealer in All Kinds of Hardwood Lumber
Marianna, Arkansas

Yellow oak is the best named of all the oaks. The inner bark is yellow and was a reliable dye matter in pre-Columbian days, and it might be worth while to investigate it now, in these days of scarcity in the dye market.

All stock cut from our Virgin Timber so modern hand sawmills.
THE STEINWART LUMBER COMPANY
Manufacturer Washington, LOUISIANA

Tallahatchie Lumber Company
Manufacturers of Band Sawn Hardwoods
Phillip, Mississippi

Poets have written of oaks a thousand years old, but there does not seem to be an authentic record of an age of more than 700 years for an oak, based on a count of the annual growth rings.

So far as known, the earliest oak in this country occurs only in Mountain State, Va., and all the known trees are concentrated on one lot with enough open space for direct weapons anywhere. It is a live oak.

ARLINGTON LUMBER COMPANY
Manufacturers of Band Sawn Hardwood Lumber
Mills: Arlington, Ky., and Park
Place, Ark. Write Arlington, KENTUCKY

It is believed that the common stand of all other species of oak in the United States would not equal that of the common white oak. It is fortunate that it possesses so many good qualities and grows in so many parts of the country.

The Germans use some oak in their air-planes, but it is too heavy and brittle to give much service in that place.

Flow Varnish Sales
FLISS-COOK OAK COMPANY
Manufacturer Hillsville, ARKANSAS

The turkey oak in the South received that name at an early period because its acorns were small and were easily eaten by wild turkeys.

Flow Varnish Sales
All stock graded up to quality—knocked down to price.
UTLEY-HOLLOWAY LUMBER COMPANY
Manufacturer Chicago, ILLINOIS

W. P. Brown & Sons Lumber Co.
5 Band Mills manufacturing hardwoods
Louisville, Ky.

Band Sawn, Steam Dried, Arkansas Hardwoods
Edgar Lumber Company
Wesson, Arkansas

When articles of the Middle Ages show a wood of high class quality, such as cathedral floors, altars, and altarpieces, they almost invariably selected oak.

Salt Lick Lumber Company
Hardwood Manufacturer
Salt Lick, Kentucky

Flow Varnish Sales
Pritchard-Wheeler Lumber Co.
Manufacturers Hand Sawn Hardwood Lumber and Quartered Oak
Memphis, Tennessee

Manufacturers of staves for barrel and cask making. It contains a valuable preservative which is called red for the reason that the wood of the former permits less seepage than red oak.

Our Lumber is Well Manufactured and Well Taken Care of. We grow a variety in hardwoods.
THE FEID BREWER LUMBER COMPANY
Manufacturer, Meadria, LOUISIANA

It is a matter of interest that very little Japanese oak reaches this country or Europe comes from Japan. Most of it is from the forests of continental Asia, some being cut as the north as Siberia, and other comes from Europe.

The value of oak crosses in the tracks of railroads has long been understood by engineers. It is the best service because the wood is hard and wears well and holds spikes well and resists decay.

Specials
100,000 ft. 4 1/4 F&N Plain Red Oak
200,000 ft. 4 1/4 No. 1 C. Plain Red Oak
300,000 ft. 8 1/4 F&N Qld. Red Oak
Hunter Lumber Company, Ltd.
Manufacturer Alexandria, LOUISIANA

The United States government began its forest policy more than a hundred years ago purchasing the first 60,000 acres of land in the Southern States to guard against scarcity of material for ship building.

Band Sawn, Emulsified, Picked Leaf White Oak
Thin Oak and Ash Specialties
MANSFIELD HARDWOOD LUMBER CO.
Manufacturer SHELBYVILLE, LA.

It has been found out that the famous "Charter Oak" which stood near Hartford, Conn., and which figured so prominently in the early history of New England, was white oak.

A notion prevails that formerly ships were almost exclusively of oak. That was never true of American ships, which generally contained more pine than oak.

The cow oak is one of the most valuable hardwoods of the South, and belongs to the white oak group. Its acorns are large, thin shelled, and sweet, and cattle like to eat them.

Flow Varnish Sales
Hyde Lumber Company
Band Mills: Arkansas City, Ark., Lake Providence, La.
Louisiana

Sherrill Hardwood Lumber Co.
Manufacturer Band Sawn Hardwood Lumber
Merriwell, Louisiana

The manufacturers of planes have long shown preference for oak for the handles. The wood is strong, is easy to bend in the former form when steamed, and holds that form ever after.

Carrier Lumber & Mfg. Co., Inc.
Sardis, Miss.
Kilo Dried 5 1/2 in. Squats

The hardness of oak varies as much as 50 per cent when they are compared among themselves, and there is no less difference among different species when their strength is under consideration.

TRY KNOXVILLE TENNESSEE

You can logically do so because you must ultimately depend more and more on this region for your hardwoods.

No higher type of timber can grow than that abounding in eastern Tennessee. It is found on a soil and in an environment which put quality in the trees generations ago. It is our task merely to see that this quality is utilized to the utmost in making the boards you buy. The best of equipment and highly trained organizations working in one place for years at a stretch make that task easy.

Then too you can be sure of getting the best possible service—always.

Ask about it from any of the following:

The Vestal Lumber & Mfg. Co., Knoxville, Tenn., & Fonde, Ky.
The J. M. Logan Lumber Company, Knoxville, Tenn.

OAK, POPLAR, MAPLE

Walnut, Chestnut, Hickory, Cedar, Ash, Basswood, Beech



MEMPHIS

TENNESSEE

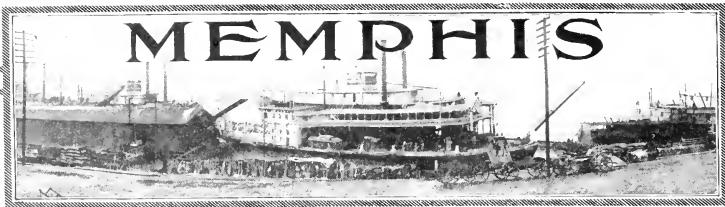
THE WONDER-CITY OF HARDWOOD PRODUCTION

Disposing of Lumber Leftovers

The demands of the war upon southern lumber, as well as upon lumber in other parts of the country, has developed a problem calling for thought in its solution. The government wants only the best in its purchases, and in procuring enough of the high grades, it is necessary to throw out much of the grades below. Some people have feared that the consequent accumulation of these lower grades will have a bad effect on the market.

In the first place, is it certain that there will be an accumulation? So many ways of using left over lumber of that kind exist that it might surprise some people to learn just how rapidly it has gone into use. The demands of box makers are large, and this is just the material they are looking for. Most of them never look for any other kind, no matter how plentiful such kinds may be. This holds true of both softwoods and hardwoods. The boxmaker, who uses small pieces, can cut out defects without losing much of his material, and the furniture maker can do the same. The Memphis district furnishes both hardwoods and softwoods, but mostly hardwoods. They are in such wide use that little trouble need be feared in disposing of them. There is plenty of high grade stuff left, after the government's wants are satisfied, and it can go along with the lower grades and assist in finding a market for them. The fact is, when timber is of excellent quality, with smooth trunks and few defects, the run of low grade stuff is relatively small. That fact is not lost sight of by those who buy their lumber in the Memphis market.

MEMPHIS



SAP GUM
 100,000' 1" Box Boards, 9 to 12"
 100,000' 1" FAS, 6-12"
 100,000' 1 1/2" No. 1 Com. & Btr.
 30,000' 6-12" FAS
 200,000' 6-12" No. 1 Com.
 30,000' 8-12" Com. & Btr.

RED GUM
 100,000' 4-12" FAS
 200,000' 5-12" No. 1 Com.
 100,000' 6-12" No. 1 Com.
 100,000' 7-12" No. 1 Com.
 10,000' 1" FAS, Pictorial
 30,000' 5-12" FAS
 20,000' 5-12" No. 1 Com.
 10,000' 6-12" No. 1 Com.
 10,000' 6-12" No. 1 Com.
 25,000' 6-12" No. 1 Com.

PLAIN WHITE OAK
 100,000' 5-12" No. 1 Com.
 14,000' 6-12" No. 1 Com.
 25,000' 6-12" No. 1 Com.

QUARTERED WHITE OAK
 9,000' 5-12" Com. & Btr.
 5,000' 6-12" Com. & Btr.

SOFT ELM
 50,000' 4-12" Log Run
 50,000' 5-12" Log Run
 75,000' 6-12" Log Run
 100,000' 8-12" Log Run
 75,000' 10-12" Log Run
 50,000' 12-12" Log Run

SOFT MAPLE
 20,000' 6-12" Log Run
 15,000' 8-12" Log Run
 30,000' 10-12" Log Run

HUCKBERRY
 20,000' 5-12" Log Run

CYPRESS
 5,000' 8-12" S. & B.

Dry

SAP GUM
 150,000' 1s & 2s 5/4"
 200,000' No. 1 Com. 5/4"
 150,000' No. 1 Com. & B. 5/4"

RED GUM
 100,000' 1s & 2s 5/4"
 100,000' No. 1 Com. 5/4"
 50,000' 1s & 2s 5/4"
 50,000' No. 1 Com. 5/4"

WILLOW
 100,000' 1s & 2s 4/4"
 50,000' No. 1 Com. 4/4"

ASH
 100,000' No. 1 Com. 4/4"
 15,000' 1s & 2s, 2 1/2" & up
 30,000' 1s & 2s, 3 1/2" & up
 30,000' 1s & 2s, 2 1/2"

35,000' No. 2 Com. 5/4"
 50,000' No. 1 Com. 5/4"
 50,000' No. 1 Com. 5/4"
 40,000' No. 1 C. & B. 16/4", green
COTTONWOOD
 200,000' No. 1 Com. 5/4"
 100,000' 1s & 2s 5/4"
 100,000' No. 1 Com. 5/4"
 50,000' Box Bds, 12" to 12"
 40,000' 1s & 2s 5/4"
 100,000' No. 1 Shop 5/4"
 30,000' Select 5/4"
 50,000' Select 4/4"

Geo. C. Brown & Co.

E. Sondheimer Co.

QUARTERED RED GUM
 10,000' 4-12" FAS
 10,000' 5-12" No. 1 Com.
 20,000' 5-12" No. 1 Com.
 20,000' 6-12" No. 1 Com.
 15,000' 6-12" No. 1 Com.
 15,000' 8-12" No. 1 Com.
 2,000' 10-12" FAS
 2,000' 10-12" No. 1 Com.
 2,000' 12-12" FAS

PLAIN RED GUM
 10,000' 5-12" FAS
 20,000' 5-12" No. 1 Com.
 10,000' 6-12" No. 1 Com.
 35,000' 8-12" No. 1 Com.

QUARTERED RED GUM (Map No. Deter.)
 75,000' 6-12" FAS
 60,000' 6-12" No. 1 Com.
 15,000' 8-12" No. 1 Com.

SAP GUM
 10,000' 1 1/2" FAS 6-12"
 10,000' 1 1/2" FAS 8-12"
 25,000' 1 1/2" No. 2 Com.
 10,000' 1 1/2" No. 1 Com.
 170,000' 8-12" No. 1 Com.
 60,000' 8-12" No. 2 Com.

PLAIN WHITE OAK
 35,000' 1 1/2" FAS

Regular Widths and Lengths

RED GUM
 150,000' 1 1/2" FAS
 12,000' 7-12" FAS
 200,000' 5-12" No. 1 Com.
 150,000' 6-12" No. 1 Com.
 4,000' 6-12" No. 1 Com.
 200,000' 1 1/2" Box Boards, 13 to 17"
 50,000' 1 1/2" Box Boards, 2 to 12"
 50,000' 1 1/2" Panels, 15" & up

QUARTERED RED GUM
 65,000' 1 1/2" Com. & Btr.
 100,000' 5-12" Com. & Btr.

SAP GUM
 500,000' 4-12" FAS
 200,000' 3-12" FAS
 15,000' 6-12" FAS
 2,000' 8-12" FAS

200,000' 4-12" No. 1 Com.
 200,000' 5-12" No. 1 Com.
 100,000' 5-12" No. 2 Com.
 200,000' 6-12" No. 2 Com.
 50,000' 6-12" No. 1 Com.

RED OAK
 10,000' 4-12" FAS
 12,000' 4-12" No. 1 Com.
 50,000' 4-12" No. 2 Com.

WHITE OAK
 18,000' 4-12" FAS
 12,000' 4-12" No. 1 Com.

QUARTERED WHITE OAK
 4,000' 4-12" Com. & Btr.

BELLGRADE LUMBER CO.

Crenshaw-Gary Lumber Co.

SAP GUM
 5 cars 17" FAS
 3 cars 5-12" FAS
 3 cars 6-12" FAS
 2 cars 4-12" Box Boards, 9 to 12"
 12 cars 4-12" 12 to 17" Box Boards

RED GUM
 5 cars 13-17" FAS
 2 cars 5-12" FAS
 2 cars 6-12" FAS
 3 cars 4-12" No. 1 Com.
 1 car 5-12" No. 1 Com.
 3 cars 6-12" No. 1 Com.

QUARTERED SAP GUM
 4 cars 8-12" No. 1 Com. & Btr.
 2 cars 10-12" No. 1 Com. & Btr.
 2 cars 12-14" No. 1 Com. & Btr.

PLAIN RED OAK
 5 cars 4-12" FAS
 1 car 6-12" FAS
 1 car 6-12" No. 1 Com.
 2 cars 8-12" No. 1 Com.
 4 cars 4-12" No. 2 Com.
 1 car 5-12" No. 2 Com.

PLAIN WHITE OAK
 10 cars 8-12" No. 1 Com. & Btr.
 3 cars 5-12" No. 1 Com. & Btr.
 2 cars 6-12" No. 1 Com. & Btr.
 3 cars 8-12" No. 2 Com.
 1 car 6-12" No. 3 Com.
 10 cars 6-12" No. 3 Com.

ELM
 4 cars 5-12" Log Run
 2 cars 6-12" Log Run
 2 cars 8-12" Log Run
 2 cars 10-12" Log Run
 4 cars 12-14" Log Run

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 12,000' 14-12" No. 1 Com.
 12,000' 16-12" No. 1 Com.
 46,000' 1-12" No. 2 Com.
 20,000' 4-12" No. 1 Com.
 75,000' 10-12" No. 1 Com.
 13,000' 8-12" No. 2 Com.
 6,000' 8-12" No. 2 Com.
 4,000' 8-12" No. 2 Com.

PLAIN WHITE OAK
 46,000' 1-12" No. 2 Com.
 20,000' 4-12" No. 1 Com.
 12,000' 4-12" No. 1 Com.
 15,000' 8-12" No. 2 Com.
 12,000' 10-12" No. 2 Com.
 15,000' 12-12" No. 2 Com.
 15,000' 14-12" No. 2 Com.
 15,000' 16-12" No. 2 Com.
 30,000' 12-14" Bridge

PLAIN RED OAK
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 15,000' 10-12" FAS
 25,000' 10-12" FAS
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 100,000' 4-12" No. 1 Com.
 21,000' 6-12" No. 2 Com.

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 9,000' 6-12" No. 2 Com.
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 2,000,000' 1 1/2" FAS
 2,000,000' 1 1/2" FAS

QUARTERED WHITE OAK
 2,000,000' 1 1/2" FAS
 2,000,000' 1 1/2" FAS

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 10 mos. dry
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 10 mos. dry
 10,000' 12-12" No. 1 Com. & Btr.
 6,000' 10-12" No. 1 Com. & Btr.
 21,000' 12-12" No. 1 Com. & Btr.
 1,000' 10-12" No. 1 Com. & Btr.
 1,000' 10-12" No. 1 Com. & Btr.
 5,000' 10-12" No. 1 Com. & Btr.
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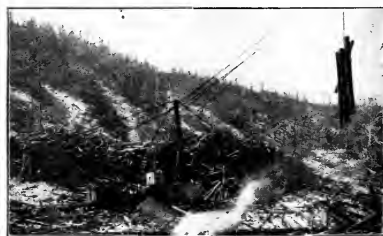
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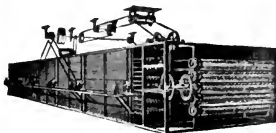
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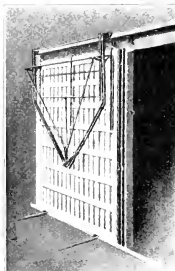
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2 cars 5/4 FAS, plain	1 car 6/4 No. 1 Com.	4 cars 12/4 FAS
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2 cars 10/4 No. 1 C., plain	9-12"	
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Published in the Interest of the American Hardwood Forests, the Products thereof, and Logging, Saw Mill and Woodworking Machinery, on the 10th and 25th of each Month, by

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Vol. XI/V

CHICAGO, SEPTEMBER 25, 1918

No. 11



Review and Outlook



General Market Conditions

ALTHOUGH a great deal of market activity has taken place since the beginning of the year, the lumber market has been characterized by a general stagnation of activity. The average price of the better quality of lumber has been about 10 per cent higher than it was a year ago. This is due to the fact that the supply and demand has been in a position of equilibrium since the lumber trade in Washington covering the new forest products embargo regulations. Buyers and sellers of lumber are spending the last part of their days, and probably nights also, in trying to iron out the many costly complications that spring into being immediately upon receipt of that very elastic order. One comfort that the average lumberman can get from the whole proposition, though, is that he will now be able to get a pretty good line on his present customer who has been stringing him by showing scant interest in prices and claiming he has all the lumber he needs anyway. Uncle Sam now puts it up to the consignee to secure the permit, and if Mr. Consignee really needs the lumber he is not going to bother very much about stringing the salesman, but is going to hop right out and get hold of that permit as fast as he can.

There are four points of major importance which influence the lumber outlook. They are: First, the lumber embargo; second, the total embargo on building construction; third, the drastic regulation of furniture manufacture; fourth, the very rapid continued swing of lumber manufacture to direct and indirect war purposes. The last cause has a notable effect upon the other three. In fact, it is indirectly brought out in official ways, although there is no official indication of making a definite statement, that close to 75 per cent of lumber production is now on direct or indirect war lines. If that is the case, and authoritative trade reports give even more convincing proof than government estimates that it is so, then—

The lumber embargo does not have serious future aspects for the government will positively not interfere with direct or indirect war work.

The building restrictions will not cut a severe figure because there is enough war work anyway and much of this is essential war output, which is exempted.

The same thing holds in regard to the furniture regulation.

Also regarding the furniture restrictions, the very fact that the government has given recognition to the furniture industry by going to the trouble of analyzing and restricting it, shows that the furniture industry will not be put out of business from a non-essential standpoint. Further, the restriction is not a restriction of quantity but merely a regulation of designs, sizes, patterns, etc. Also, all the usual lines of wood are given recognition as being permitted. So the furniture situation appears stronger or at least more certain than it did before.

Altogether, with the lumber industry on a solid foundation of

the present conditions of construction, it is certain that in essential lumber stocks will be held back, and the situation by restriction of supply, transportation and other necessities, there is a strong possibility of the government, with assurance that with the vast bulk of lumber producing capacity, production will be made available by government assistance and controls will be assured because of government prescribed essentiality, the lumber trade looks as strong as it ever did. Similarly, the man who slashes prices without his cause being long him that he is absolutely compelled to shows himself more and more plainly to be just an ordinary poor business man, or however else one wishes to describe him.

Concerning the Essentiality of Lumber

INTERESTING AND ENCOURAGING NEWS comes from Washington this week considerably clarifying the status of the lumber industry as far as its relation to essential war work is concerned. The War Industries Board has instituted the policy of issuing supplementary bulletins to the preference list, the idea being to make the preference regulations elastic and capable of fitting in with changing conditions. It has been officially stated that the purpose of the first lists was to establish preference for those firms and industries which were immediately essential and whose requirements had to be given important and preferential treatment.

In conformance to the new policy of issuing supplementary bulletins the Labor Priority Bulletin No. 1 has just been issued as the first of this series by Judge Parker, Priority Commissioner of the Priority Division of the War Industries Board. Probably the most pertinent and encouraging paragraph in the bulletin is the following:

"Referring specifically to the lumber industry, the essential value of the industry as a whole is, however, recognized, and a large percentage of the present lumber production of the United States is required directly or indirectly in the prosecution of the war."

It has been officially established that a "substantial percentage" of plant production going to direct or indirect war purposes means at least 75 per cent of the whole output. Therefore it would seem that the reference to the percentage of lumber production going to direct or indirect war purposes must be at least 75 per cent of the total sawmill output.

Thus it can be readily seen that the industry is now practically on a war footing, and this knowledge generally disseminated should have a distinctly steadying influence upon the lumber trade, as well as upon the history of industrial conditions in the lumber section.

emergence that the readiness and strength of an industry has in excess of direct proportion to the increase of its percentage of war output. Lumber is undoubtedly headed toward an almost total war production or at least production for industries that are given recognition by the government at this date. It has progressed so far toward this end that there should be no doubt in the mind of anyone as to justification for confidence in the stability of the trade.

Restriction of Mahogany Log Imports

REVOCAATION OF ALL LICENSES for importing mahogany logs into the United States has been announced by the War Trade Board, in effect from September 10. Hereafter no license for the importation of this wood will be issued except to cover such shipments as the War Industries Board shall certify to be suitable and necessary for government use.

On the face of this ruling, it means that no mahogany shall be brought into this country for civilian use until further orders. It does not state that mahogany already in the United States shall not be used for other than military purposes, nor does it state that imports hereafter brought in shall not be employed for private use, provided it is not suitable for war purposes. In sawing ordnance stock from logs, there must be a considerable percentage of the product which will not pass inspection, and it is presumed that this will be available for private use.

The largest uses of mahogany in this country in normal times are in the manufacture of furniture, interior house finish, railroad cars, and musical instruments, and it may be expected that these industries will suffer most from the restriction of imports. The largest war use is for airplanes, but the wood is employed for other military purposes.

No statement has yet been published making plain whether all woods which are bought and sold under the name of mahogany will be included, or whether the tropical American species alone will be restricted; neither is it clear whether the restriction is meant primarily to conserve shipping space, or whether the purpose is to secure more mahogany for war uses.

The effect on industry will be considerable. In normal times the annual imports of mahogany into the United States amount to about 50,000,000 feet, board measure. It is not publicly known what the war demands amount to, but, presumably, the call from that source is expected to take all the suitable mahogany obtainable, leaving none for private purposes.

Most of the mahogany brought to America is imported by a few large firms. It is probable that they can sell to the government all of this wood they can bring. The losers, if there are any, will most likely be manufacturers who make furniture, fixtures and other articles for the general trade.

The public can get along without mahogany if necessary. It is a luxury rather than a necessity. Other good woods can take its place, temporarily at least.

What Should Be The Furniture Man's Policy?

THE REGULATORY ORDER of the War Industries Board as applied to the furniture industry, given in full elsewhere in this issue, distinctly clarifies the furniture man's status as far as the present is concerned, but it does not necessarily leave him without serious problems of policy to be determined upon.

The order contains some quite radical provisions that materially alter the character of product permitted. For instance, the use of beveled glass in bedroom furniture and of any glass in dining room furniture is prohibited. Sizes are strictly regulated and varieties of styles are held down to a minimum.

Undoubtedly, the elimination of the multitude of old styles that have no particular meaning other than as showing the individual manufacturer's ideas has been a detriment rather than a benefit to the trade at large. The regulations in this respect will probably be lastingly beneficial to the industry. At the same time, there is a question of whether or not the regulations will restrict manu-

facturers so that in producing within their limitations, they may be compelled to turn out articles which, while satisfactory under present conditions, may not meet the demand of the purchasing public from the standpoint of style and appearance when the restrictions have been removed. As an example, if the bedroom manufacturers turned out an extensive stock of furniture minus the beveled glass, might not this line become a drug on the market if with the cessation of hostilities the regulations were removed? The furniture man must exercise great care in determining just how he shall design and manufacture his goods so as to reduce this hazard to the minimum, and should give great thought to the question of how much it is safe to produce owing to the uncertain duration of the war.

Wood Endorsed by the Government

THE GOVERNMENT'S OBVIOUS PURPOSE in forbidding the use of metal in furniture manufacture in the new regulations of the War Industries Board was to conserve metal. The use of metal was prohibited in casters, beds, cots and furniture of all kinds such as tables and chairs, etc., containers, filing cabinets and safes and any similar lines.

Regardless, though, of the main idea behind the order, the fact remains that the government is putting its stamp of direct approval on the use of wood for this purpose and so automatically is endorsing wood as a thoroughly satisfactory material designed to meet all purposes and all requirements in these directions.

The endorsement carries further than mere inference as to the government's approval of wood's physical adaptability to these purposes. The order prohibits the use of steel because steel cannot be had in sufficient quantities. It permits the use of wood because the production of this raw material is adequate. Here again is a direct comprision in favor of wood, for the question of constant and certain source of supply is just as important industrially as is the quality of the material.

Wood, then, is given official preference and recommendation as a material for such purposes that will fill all requirements and which can be had in abundant quantities and at reasonable prices.

Study the Furniture Regulations

ONE OF THE MOST IMPORTANT THINGS that the manufacturers of hardwood lumber of all kinds and the manufacturers of products made from hardwood lumber of all kinds have before them is the thorough study and analysis of the War Industries Board's drastic regulation of furniture manufacture. The changes inaugurated are sweeping and will have a great bearing upon the immediate future of both industries. In fact, business cannot be carried on unless all of the provisions so far as they apply to the businesses of the respective manufacturers are thoroughly analyzed and understood.

Hardwood Record is pleased to be able to present the matter in full, authoritative form in this issue under the Washington letter. Hardwood Record recommends the careful study of this order on the part of all lumbermen and woodworkers.

The Lumber Embargo

THE LUMBER EMBARGO in its various phases is fully covered in this issue. This matter is serious but not so overwhelming as so first appeared. The encouraging points are that the government officially states the purpose is to control and not restrict lumber shipments, and that the officials in charge are showing a genuine disposition to help in every way possible. The discouraging point is that the matter came as a bolt from heaven, or the other direction, and was promulgated without consulting the lumber fraternity and merely because of its vast scope and the delay in getting it smoothly running will cause at least temporary serious losses. However, it must be met fully and the best thing for everyone to do is to familiarize himself with the new regulations and try to adapt himself to them as speedily and as smoothly as possible.



National Safety Council Meeting



With approximately 1,000 delegates present, including several hundred from the lumber, logging and woodworking industries, the most important and most fruitful meeting of the National Safety Council came to a close in St. Louis, Mo., September 18, 1918, so far as the lumber industry is concerned.

Two sectional meetings were held during the first session of the evening and concludes of accident prevention in logging and woodworking fields exclusively. In the afternoon of many papers delivered at the general sessions and in the forenoon talks at the round-table contained meat to the lumbering, logging or woodworking plant manager who is anxious to increase the efficiency of his plant and conserve his man power, as well as to recover, for that matter, through the employment of safety methods.

The slogan of "Safety for Everyone" of former years was supplanted this year by "Safety for Everyone." That was the point of all talks. Though the experiences recounted by the majority of safety engineers present indicated that the so-called "dollars and cents basis" was the easiest on which to "sell the safety idea to the big boss," it was made clear that more recently the patriotic appeal was having great success.

Considerable attention was given to the safety problems presented by the entrance of women into industry. The chief points brought out in this connection were that plants replacing workmen by women should be reserved for safety work, as new hazards were created by this wartime necessity, and that there should be matrons and women employment supervisors to deal with female help.

The social features of the convention culminated in a banquet Wednesday night, sumptuous both as to food and entertainment, but dry. The program listed a telephonic address by President Wilson. Instead, the president sent telegraphic greetings commending the good work of those behind the safety movement.

At the opening session of the convention Monday telegrams were read from Director General McAdoo of Railroads, Secretary of Interior Lane, Charles M. Schwab of the Emergency Fleet Corporation, and Harry Wheeler, president of the Chamber of Commerce of the United States, all of whom, though scheduled for addresses, were unable to appear because of the press of war work. Each, however, endorsed the movement.

Two noteworthy addresses were delivered at this session, one by David Van Schueck, president of the National Safety Council, in which he outlined the council's program for the coming year, and another by H. W. Forster, general manager of the Independence Bureau of Safety Engineers, Philadelphia, on "Safety in Warfare."

President Schueck announced that in the ensuing year for the first time safe-practices pamphlets would be prepared for the various sections, one each month. It is probable, in view of the important part being played by the lumber industry in war work, that a safe-practices booklet for the lumber, logging and woodworking sections will be among the earliest prepared.

The president also discussed plans for introducing courses in safety work in the curriculum of about 200 colleges and universities. He pointed to the fact that England and Japan were building safety organizations on the plan of the American council, and that the Russian embassy had asked the council for advice on inaugurating such an organization there. For the finance committee he said that last year a safety council dollar no doubt was the hardest worked dollar in existence.

At the meeting of the logging, lumber and woodworking section, that part of the safety council reorganized itself for the ensuing year. F. E. Fish of Chicago, secretary of the National Hardwood Lumber Association, was elected chairman of the section to succeed E. K. Pritchett of the Haskelite Manufacturing Company, Grand Rapids, Mich., and J. E. Rhodes, secretary-manager of the Southern Pine Association, was chosen vice chairman to succeed

F. G. Taylor of the Georgia Lumber Association. A resolution of Welcome to the Convention, by Mr. President and Mr. Taylor, was then adopted. The main motion, P. A. Bore of the Lumber Association, Missouri, was carried, 100-0, and the following order of business was adopted:

The first order of business was the election of Mr. Barker of St. Louis as the first of a series of presidents.

Lumber Yard Safety

The paper on Lumber Accidents and Their Prevention, by J. H. S. Clark of the United Saddle Lumber Company, St. Louis, presented detailed suggestions given by him to make his lumber yards healthful and as safely as possible. He recognized the need of logging roads, log skids, etc., developing and being put into practice for when they had entered the lumber business as a boy it was not very likely to pay much attention to the workman's safety or comfort. This year he proposed to take care of themselves. Great changes have since taken place.

Mr. Clark outlined the following features of his plan and policy of securing safety about his lumber yard:

The place must be reorganized. The hazy and uncontrolled conditions must not be confined to persons who are near the yard or have occasion to pass it.

Lumber sheds should have eaves with safety rails and secure ledges to prevent the risk of workmen whose duties take them there.

The sheds should be built in a way to scatter piles of fresh air and adequate light for the workmen.

Heavy benches and to a certain extent all lumber should be handled by cranes and other mechanical appliances to spare the workman's muscles and make his position more safe and comfortable.

The humanizing idea should have a place in a lumber yard. Workmen are human beings and should be treated as such. Provision should be made for their shelter from cold, rain, and snow.

The office of the lumber yard should be sanitary, comfortable, and of pleasing appearance, for that is the business nerve center from which all the operations are directed.

Other Papers

Several other carefully prepared papers were read before the meeting, among them being "Why Accidents Occur in Logging," by R. L. Weathersby of the Kirby Lumber Company, Sibley, Texas; "Infections and Blood Poison in the Woodworking Industry," by Dr. Leroy P. Kuhn, surgeon for the Lumbermen's Mutual Casualty Company, Chicago; "Hazards Connected with Employment of Women Operators in the Woodworking Industries;" "New Ideas and Methods to Keep Employees Interested in Safety Work," by Lee Dunlap, chief factory inspector of Missouri.

Perhaps among the most important announcements made at this session was the statement by Mr. Barker that the National Safety Council was working on a plan which might make it unnecessary for individual manufacturers to equip machines with safety guards and appliances. It was also brought out at the general sessions of the convention that the council was endeavoring to induce the manufacturers of all sorts of machinery to consider the matter of safety in designing the machine and building in the machine originally features that would make guards unnecessary.

B. H. Smith of the Long Bell Lumber Company, Longville, La., emphasized the statement that safety was a matter of education of the employes by foremen and managers of the mills. He said that the mere installation of safety devices did not mean there would be no accidents. "The way to prevent accidents is to educate employes," he said.

The section decided to broaden the scope of its work by electing an executive committee, and those selected were: R. J. Boage, safety engineer of the Associated Lumber Industries, Tacoma, Wash.; Thomas Wilson, inspector Industrial Accident Prevention Association, Ottawa, Ont.; F. D. Campau, secretary and attorney, Furniture Mutual Insurance Company, Grand Rapids, Mich., and E. B. Saunders, assistant to the president, Simonds Manufacturing Company, Fitchburg, Mass.

Use of Mahogany by Industries

Figures published by the government show that approximately fifty million feet of mahogany a year go into various uses in the United States. This includes both lumber and veneer, and about two-thirds of the total is veneer.

As is generally known, the name mahogany is a general term and is applied to woods of different kinds from various parts of the world. Some of these are not mahogany and others are doubtful; but it is not the purpose of this article to discuss the differences or insist on precise definitions. What is listed as mahogany in government reports is here accepted as such and considered accordingly.

The principal sources of this wood are western Africa and tropical America. Though most botanists deny that any mahogany grows in Africa, dealers universally recognize and list certain of the African woods as mahogany, and no useful purpose would be served by calling these woods anything else. The same holds true of certain Philippine woods, but the woods from those islands are not yet in as wide use as those from Africa. So far as appearance goes, they look like mahogany, and it is claimed that they possess most if not all of mahogany's desirable qualities.

Mahogany's use is quite general, both geographically and among the industries. The accompanying table lists only twenty states, but this wood is used in twenty others, though in quite small amounts. The table likewise gives the leading industries which make use of the wood. Twelve are given, the largest being furniture, and the smallest is picture frame molding. The other industries come between these extremes. More than a quarter of all the mahogany brought to America is worked into furniture, while musical instruments come second.

Relatively few sawmills in this country cut mahogany. The mills which do most of the sawing are in Kentucky, Louisiana, and Ohio. The wood arrives in this country in the form of logs, sometimes round, but generally hewed square. The squaring is done partly to save weight and partly to be rid of sapwood that has little value. The same process is followed whether the logs come from Africa or tropical America. The wood is heavy and there is no economy in paying transportation charges on wood that will be thrown away after it arrives in this country, such as slabs.

Great care is taken to prevent injury to the logs by teredoes and other marine borers in tropical salt water, in which many logs float before being placed on ships. The damage is done before the logs leave the tropics; but instances are known where teredoes were found still alive in the logs after their arrival in England from Africa. "Sound wormy" mahogany is due to the work of the teredo while the log lies in salt water, while "sound wormy"

chestnut receives its perforations while the tree is standing. Wormy mahogany is not often met with in this country, due probably to the caution of buyers in purchasing perfect logs.

The most common imitation of mahogany is made with the heartwood of birch. It is by no means a perfect imitation, because the minute figures of the two woods are not alike. Birch is stronger than mahogany, and for that reason is often substituted in furniture for those parts, like posts, rails, and spindles, which are likely to receive greatest strain.

The Modern Lumber Operation

It is usually believed that the mammoth hardwood operations situated in the heart of the woods and away from the abodes of mankind have shown the greatest development in efficiency of methods. Possibly that is true as far as equipment and the purely manufacturing phases are concerned. The vital part of the lumber business today, though, is the selling end. Here the closest application of modern ideas, and the most thorough utilization of merchandising opportunities is seen in the city operation.

Scattered about through the country are many manufacturers of hardwood lumber who, starting years ago on the outskirts of small cities, have continued manufacturing on the old sites and as the communities in which they are located grew they have been literally enveloped by modern city activities. By reason of high rentals, close and constant contact with modern commercial practices and usually increased cost of logs, these operators have been compelled to watch every corner and utilize every means for increasing the returns from their product.

It is these men, usually, who have discovered the highest paying merchandising wrinkles. Frequently a trifling change in the manufacture of a certain item here or there enables them to make it fit into a specialized niche where a far better return could be realized than were it marketed in the usual form through the usual channels of outlet. They have developed in many cases specialized delivery systems for local trade, which have worked out profitably in the matter of returns.

The mammoth operation is too busy cutting huge quantities of standard boards to make profitable its delving into the highways and byways in search of high-priced specialty lines. The average big operation is too much engrossed with its serious problems of production to have specialized intensely enough on the thorough development of its sales. Many a small operation today is quietly going ahead on a modern selling basis and could give pointers to many of the big fellows which would mean added revenue.

USE OF MAHOGANY BY STATES AND INDUSTRIES

	Musical	Furniture	Instru- ments	Millwork	Railroad	Cars	Fixtures	Coffins	Ships	Vehicles	Electrical	Apparatus	Patterns	Clocks	Molding	Picture
New York	4,452,927	2,834,290	1,410,697	93,600	1,055,800	510,000	225,400	90,500	33,500	21,050	28,196	72,450	.....	.....	.....
Michigan	5,400,496	277,765	285,300	1,551	234,600	250,000	75,000	207,000	3,000	.....	.....	.....	.....	.....	.....
Illinois	1,973,000	1,251,350	904,500	1,465,500	726,000	.....	13,000	6,000	129,000	.....	.....	.....	.....	.....	.....
Ohio	1,883,828	261,300	1,141,294	1,089,472	643,364	60,000	49,000	26,340	.....	.....	15,000	.....	.....	10,250	.....
Pennsylvania	1,106,450	201,100	716,150	239,718	332,400	.....	57,000	14,300	6,000	16,268	43,000	15,000	.....	.....	.....
New Jersey	50,500	2,264,385	331,700	7,140	53,600	30,000	238,742	8,600	30,200	.....	.....	.....	.....	.....	.....
Indiana	1,301,894	230,200	225,000	541,049	53,000	57,000	10,000	27,000	.....	.....	.....	.....	.....	.....	7,000
Massachusetts	762,000	603,000	56,350	185,000	202,000	.....	44,000	22,500	.....	.....	.....	.....	.....	.....	.....
Missouri	9,200	8,295	357,273	1,653,146	350,050	21,008	.....	1,000	.....	.....	.....	.....	.....	.....	.....
California	71,405	6,250	517,598	30,000	446,845	.....	41,700	2,814	.....	.....	.....	.....	.....	.....	.....
Connecticut	8,025	249,500	114,920	.....	28,800	.....	70,630	97,000	100,000	.....	.....	.....	.....	104,000	.....
Kentucky	343,000	126,000	16,500	21,000	190,300	10,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin	274,000	2,000	56,000	.....	180,500	.....	3,600	10,000	.....	.....	.....	.....	.....	.....	.....
Maryland	30,000	106,500	224,000	.....	101,000	.....	22,000	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota	24,250	5,000	214,186	29,969	111,000	.....	50,000	.....	.....	.....	.....	.....	.....	.....	.....
New Hampshire	10,500	.....	53,000	.....	10,000	.....	39,500	.....	.....	.....	.....	.....	.....	.....	.....
Virginia	101,500	.....	22,500	102,500	39,000	10,000	145,558	.....	.....	.....	.....	.....	.....	.....	.....
Texas	113,500	.....	113,500	142,750	85,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Georgia	100,000	.....	10,000	4,500	.....	1,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tennessee	500	.....	102,500	.....	80,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Important Announcements from Washington

By H. C. Hallem

Last Minute News

Government officials at the War Industries Board and the Aircraft Production Board, following a visit to the lumber industry, have issued a statement regarding the lumber supply. Mr. Winchell, hardwood expert of the War Industries Board, representative of the Ordnance Department and the Aircraft Production Board, while it is reported that logging of high-grade timbers has practically stopped temporarily, although there is no report of log orders still uncompleted. The aircraft program will require vast quantities of birch veneer for fuselage and other parts of airplanes.

Government authorities think that the birch supply can meet the demand for both aircraft and aviation if production is stimulated to the maximum. Birch producers are confident of their ability in this regard. Experts say it may be necessary for mills to cut, as far as physically possible, in sections where there is a heavy run of birch trees, but it could be necessary to cut other varieties of timber also. Hemlock could be used to advantage, also some other hardwoods, as, for instance, maple for truck wheels, flooring, etc., although there is said to be more oak than maple used for floors in government housing projects. It is reported that the aircraft bureau is willing to consider furnishing labor for the logging and sawing of birch if that expedient be necessary.

Geo. N. Harder of Rice Lake, Wis., president of the Northern Hemlock & Hardwood Manufacturers' Association, is in Washington on business connected with the Northern Hardwood Bureau.

Edward Hines of Chicago is laid up in his room at Willard hotel because of having sprained his ankle at the Capitol last Saturday.

Lumbermen are petitioning and protesting against the freight embargo on lumber. Government departments even are protesting against it, because it will interfere with lumber shipments to manufacturers engaged on contract work indirectly for the government. For instance, the embargo would cause great delay to walnut manufacturers. Director General of Railroads Mr. Adair has issued a statement explaining the embargo and the reasons for it.

Two committees representing the National Lumber Retailers' Association and state and regional lumber retail associations had a hearing September 23, which continues later this week before Judge Parker of the priorities committee, War Industries Board, seeking modification of the government order for curtailing building. Messrs. Morehead of Kansas City and Cummertford of New York head the committees. The War Industries Board has answered Senator Calder's resolution of inquiry regarding the curtailment of the building industry. The board says it got its authority from the President and from the priority shipment law.

The fire people recently accepted a reduction of two dollars in the price of inch boards, two-inch dimension, ceiling, drop siding and certain flooring lumber.

The price fixing committee of the War Industries Board on September 23 decided against increase in the base price on southern lumber, it is understood. The Southern Pine Emergency Bureau committee asked for one dollar increase and the Georgia Florida Bureau for two dollars increase. At the southern pine price hearing, George T. Mickel of Chicago, representing the National Bureau of Wholesale Lumber Distributors, made a proposition that the price fixing committee incorporate into its order covering yellow pine prices a statement that the prices adopted include the cost of selling and distributing lumber and that if manufacturers choose to sell to wholesalers at less than the maximum prices fixed by the government that fact shall not be used as evidence that the maximum market prices should be reduced.

Will Eliminate All Steel Where Wood Can Serve Instead

Pulification of the following general order is authorized by the War Department:

Owing to the present acute shortage of steel all beams, girders, and components of the War Department will at once take steps to economize

on steel wherever possible. The use of steel in the construction of buildings, bridges, and other structures shall be limited to cases where it is essential for safety or where it is necessary for the construction of structures of unusual height or length. The use of steel in the construction of structures of ordinary height and length shall be limited to cases where it is essential for safety or where it is necessary for the construction of structures of unusual height or length.

Radical Regulation of Furniture Manufacture

A general conservation program for the furniture industry, covering conservation of labor, transportation and material, was announced on September 16 by the conservation division of the War Industries Board. It was coordinated with representatives of the manufacturers. The schedule issued dealt with household chairs, upholstered furniture, parlor, dining, bedroom, case goods, dining room furniture, bedroom furniture, dining tables, and library, parlor and bedroom tables.

The reductions in the number of styles made will save material and release capital now tied up in large and varied stocks, and there will be a lessened demand on transportation space through new packing regulations. The conservation division makes a special appeal to retailers for cooperation in making the schedules acceptable. The effective date of the new schedules is January 1, but manufacturers are requested to adopt the reforms suggested as quickly as possible.

Each manufacturer should discontinue the use of metal of any sort for any purpose where its use is not absolutely essential. The elimination of all unnecessary lurlap, which is urgently required for war purposes, is desirable. In addition, it is essential that care be exercised in the packing of all merchandise for shipment, not only to reduce the amount of space in freight packages, but adequately to protect the goods from danger of injury in transit. The program can be modified only by suggestions made immediately showing where the needs for conservation may be better served.

Following are some of the new regulations:

Patterns for household chairs are to be reduced to one-half the number of July 1, last, but there may be thirty patterns to \$100,000 of output; no new patterns to be made during the period of the War except where necessary for substitution for those now in use; all metal wheel casters to be eliminated; springs to be eliminated from slip seat diners and, as far as possible, from other types of chairs and rockers, and wood dowels to be substituted for metal screws where possible.

Colors of leathers are to be limited to black and one shade of brown, or tan. The manufacture of dressing table and arm dining room chairs is to be discontinued.

Woods to be used are to be of six classes: (1) Oak, ash, chestnut, elm, (2) Beech, birch, maple, rock elm, (3) Mahogany, (4) Walnut, (5) Gum, (6) White maple.

No manufacturer is to use more than four of these classes. From dining room furniture mirrors are to be eliminated. Sideboards and buffets are restricted to the following lengths: 40, 44, 48, 54, 60 and 72"; china closets to these widths: 30, 34, 38, 42, 46, 48 and 50"; serving tables to these lengths: 34, 38, 42 and 60"; dining table tops (not including extended lengths): 42, 48, 54 and 60".

Mirror plate on bedroom furniture is to be reduced 25 per cent, and the use of beveled mirrors to be discontinued. Dressers and bureaus are to be limited to these sizes, 36, 40, 44, 48 and 52"; chiffoniers and chiffoniers, 30, 34, 38 and 42"; chiffoniers and dresser-boards, 40, 44 and 48"; toilet tables and writing tables, 32, 36, 40 and 44"; wardrobes, 28, 32, 36, 40, 44 and 48".

The schedule for dining tables provides that round or square pillar tables are to be made only in the following size pillars: 6, 7, 8, 9 and 10".

The manufacture of all octagon and shaped pillar tables is to be discontinued, and not more than 15 regular patterns of pillars or platform tables are to be made by any manufacturer.

Sizes of dining table tops are limited to 42, 48, 54 and 60"; all plank or double tops to be eliminated in all plain oak patterns. Oak tables, 42" are to be made only in plain oak; 48 in plain oak tables in plain or quartered oak; 54 and 60" oak tables to be in quartered oak only.

Library and day-closet tables are to be made only in these sizes: 36, 42, 45, 48, 54, 60, 66 and 72"; parlor and bedroom tables, 36, 40, 44 and 50". Dust proof bottoms except on bottom frame are to be eliminated. As also, all metal corner blocks or iron, metal drawers, drawer slides, drawer locks, feet and metal wheel casters.

Following is the furniture conservation program in detail:

SCHEDULE FOR PARLOR FRAME FURNITURE MANUFACTURERS.

1. The number of patterns manufactured to be reduced in all lines at least 50% on active patterns as of July 1, 1917.
- It is understood that this does not mean that a reduction to less than 50 patterns per \$100,000 of output must be made by any manufacturer.
- Any difference in size, style or wood is to be construed as constituting a pattern.
2. No new patterns to be made by any manufacturer for the duration of the war, except in cases where the provisions of this schedule necessitate the substitution of new patterns for those at present in use.
3. All metal wheel casters to be eliminated.
4. Wood dowels to be substituted for metal screws wherever possible.
5. All over-stuffed dayavenport frames to be made with detachable legs and as far as possible with detachable backs and ends.
6. All over-stuffed chair and rocker frames to be made with detachable legs and runners.
7. All couch, lounge and day bed frames to be made K.D.
8. All solid upholstered furniture frames, including sofas, divans, chairs and rockers to be made K.D. wherever practical.
9. Wherever possible all goods to be packed and shipped in pairs.
10. All dimensions of crates to be as small as safe packing will permit.
11. This schedule to take effect January 1, 1919, in so far as it applies to production of patterns not conforming to this program. It is understood that this permits the completion of work in process at this date.

SCHEDULE FOR HOUSEHOLD CHAIR MANUFACTURERS.

1. The number of patterns manufactured to be reduced at least 50% on active patterns as of July 1, 1917.
- It is understood that this does not mean that a reduction to less than 30 patterns per \$100,000 of output must be made by any manufacturer.
- Any difference in size, style or wood is to be construed as constituting a pattern.
2. No new patterns to be made by any manufacturer for the duration of the war, except in cases where the provisions of this schedule necessitate the substitution of new patterns for those at present in use.
3. All metal wheel casters to be eliminated.
4. All springs to be eliminated from slip-seat diners. All springs in other types of chairs and rockers to be eliminated as far as possible.
5. Wood dowels to be substituted for metal screws wherever possible.
6. The colors of leather to be limited to black and one shade of brown or tan.
7. The colors of imitation leather to be limited to black and one shade of brown or tan.
8. The manufacture of arm dining-room chairs to be discontinued.
9. The manufacture of dressing-table chairs to be discontinued.
10. Woods to be used are divided into six classes:
 - Class 1—Oak, ash, chestnut, elm.
 - Class 2—Beech, birch, maple, rock elm.
 - Class 3—Mahogany.
 - Class 4—Walnut.
 - Class 5—Gum.
 - Class 6—White maple.
- Each manufacturer to use not more than 4 of the above classes.
11. All short post chairs, both in the white and finished, to be made and shipped K.D.
12. All long or continuous post chairs when shipped in the white to be made and shipped K.D.
13. When packed in crates all chairs to be nested in pairs and as many pairs packed together in same crate as practical.
14. All dimensions of crates to be as small as safe packing will permit.
15. This schedule to take effect January 1, 1919, in so far as it applies to production of patterns not conforming to this program. It is understood that this permits the completion of work in process at this date.

SCHEDULE FOR LIBRARY, PARLOR AND BEDROOM TABLE MANUFACTURERS.

1. The number of patterns manufactured to be reduced at least 50% on active patterns as of July 1, 1917.
- It is understood that this does not mean that a reduction to less than 50 patterns per \$100,000 of output must be made by any manufacturer.
- Any difference in size, style or wood is to be construed as constituting a pattern.
2. No new patterns to be made by any manufacturer for the duration of the war, except in cases where the provisions of this schedule necessitate the substitution of new patterns for those at present in use.
3. All metal corner blocks or irons, metal drawers, drawer slides, drawer locks, feet and metal wheel casters to be eliminated.
4. All dust-proof bottoms to be eliminated except on bottom frame.
5. Wood dowels to be substituted for metal screws wherever possible.
6. Library and dayavenport tables to be made only in the following sizes: 42", 44", 48", 54", 60", 66", 72".
7. Parlor and bedroom tables to be made only in the following sizes: 16", 20", 24", 30".
8. Library, dayavenport, parlor and bedroom tables with four or more legs without stretchers to be packed for shipment with legs detached. Tables with four legs with stretchers to be packed with legs and stretchers detached. Tables with solid ends with or without stretchers or shelf to be packed ends and stretchers detached. Tables with one or more pedestals to be packed with top and pedestals detached.

9. All parts to be packed in one package.
 10. All goods to be packed and shipped in pairs wherever possible.
 11. All dimensions of crates to be as small as safe packing will permit.
 12. This schedule to take effect January 1, 1919, in so far as it applies to production of patterns not conforming to this program. It is understood that this permits the completion of work in process at this date.
- SCHEDULE FOR DINING TABLE MANUFACTURERS.
1. The number of patterns manufactured to be reduced at least 50% on active patterns as of July 1, 1917.
 - It is understood that this does not mean that a reduction to less than 30 patterns per \$100,000 of output must be made by any manufacturer.
 - Any difference in size, style or wood is to be construed as constituting a pattern.
 2. No new patterns to be made by any manufacturer for the duration of the war, except in cases where the provisions of this schedule necessitate the substitution of new patterns for those at present in use.
 3. Round or square pillar tables to be made only in the following size pillars: 6", 7", 8", 9", 10".
 4. The manufacture of all 6" round pillar tables to be discontinued.
 5. The manufacture of all octagon and shaped pillar tables to be discontinued.
 6. Not more than 15 regular patterns of pillar or platform tables to be continued by each manufacturer, and all special patterns to be discontinued.
 7. Each manufacturer to restrict his production of leg patterns in common turned 5 leg tables to 3 sizes and not more than 4 styles.
 8. Each manufacturer to eliminate all leg sizes above 4" in common turned leg tables.
 9. Each manufacturer to limit the sizes of dining table tops extreme measurement to 42", 48", 54", 60". It is understood that this does not mean extended lengths.
 10. 42" oak tables to be made in plain oak only.
 11. 48" oak tables to be made in plain or quartered oak.
 12. 54" and 60" oak tables to be made in quartered oak only.
 13. Each manufacturer to eliminate all plank or double tops in all plain oak patterns.
 14. The use of all metal rim fasteners, metal top and base locks, metal wheel casters, metal dowel pins and metal parts on drop leg attachments to be discontinued.
 15. Wood dowels to be substituted for metal screws wherever possible.
 16. All dining tables without stretchers to be constructed so that legs can be detached and packed in the space between the rims wherever possible. Dining tables having stretchers to be packed with tops detached; legs to be nested. All pedestal tables to be K.D.; base, top and pedestal to be detached.
 17. Wherever possible all goods to be packed and shipped in pairs.
 18. All dimensions of crates to be as small as safe packing will permit.
 19. This schedule to take effect January 1, 1919, in so far as it applies to production of patterns not conforming to this program. It is understood that this permits the completion of work in process at this date.

SCHEDULE FOR CASE GOODS MANUFACTURERS.

1. The number of patterns manufactured to be reduced in all lines at least 50% on active patterns as of July 1, 1917.
 - It is understood that this does not mean that a reduction to less than 6 suits per \$100,000 of output must be made by any manufacturer.
 - Any difference in size, style or wood is to be construed as constituting a pattern.
 2. No new patterns to be made by any manufacturer for the duration of the war, except in cases where the provisions of this schedule necessitate the substitution of new patterns for those at present in use.
 3. All metal pulls, trimmings, drawer locks, drawer guides, metal dust-proof bottoms and metal wheel casters to be eliminated.
 4. All dust-proof bottoms to be eliminated except on bottom frame.
 5. All drawer linings to be eliminated.
 6. Wood dowels to be substituted for metal screws wherever possible.
 7. All colors of leather to be limited to black and one shade of brown or tan.
 8. All colors of imitation leather to be limited to black and one shade of brown or tan.
- DINING-ROOM FURNITURE.
9. The use of mirrors to be eliminated entirely.
 10. Sideboards and buffets to be limited to the following lengths: 40", 44", 48", 54", 60", 72".
 11. China closets to be limited to the following widths: 30", 34", 38", 42", 46", 50".
 12. Serving tables to be limited to the following lengths: 34", 38", 42", 46", 50".
 13. Dining table tops to be limited to the following sizes extreme measurement: 42", 48", 54", 60". It is understood that this does not mean extended lengths.
 14. Chairs, The manufacture of dining-room arm chairs to be discontinued.
 15. Sideboards and buffets packed for shipment to have no projection above the top, and top backs to be packed in same package.
 16. China closets packed for shipment to have no projection above the top, and top backs to be packed in same package.
 17. Serving tables packed for shipment to have no projection above the

top. Serving trays without covers to be packed in sets of 12, 24 or 36 trays with stretchers, dishes, cups and other articles packed in shelves and crates of the following sizes: (1) 12 trays, 10 trays or the same package.

18. Dining tables. All articles to be packed in the same package structured so that they can be separated if desired by the holder, except the table which is to be packed in one package. Dining tables to be packed with tops detached. Legs to be nested. All articles to be packed in sets of 12, 24 or 36 and to be packed in the following sizes:

20. Wherever possible all articles to be packed in pairs.

21. All dimensions of crates to be as small as safe packing will permit.

22. The use of all mirror plates for serving to be discontinued.

23. The use of trayed mirrors to be discontinued.

24. Dressers and bureaus to be limited to the following sizes: 48" x 36" 40" x 44" 48" x 52"

25. Chiffoniers and dressers to be limited to the following sizes: 36" x 34" 38" x 42"

26. Chiffoniers and dressers to be limited to the following sizes: 46" x 44" 48"

27. Toilet tables and writing tables to be limited to the following sizes: 32" 36" 40" 44"

28. Washstands to be limited to the following sizes: 28" 32" 36" 40" 44" 48"

29. Dressers and bureaus when packed for shipment to have no projection above the top and when practical to be packed in one package.

30. Vanity dressers to be packed with pedestal ends together and mirrors detached.

31. Chiffoniers and dressers when packed for shipment to have no projection above the top and when practical to be packed in the same package.

32. Chiffoniers and dressers when packed for shipment to have no projection above the top and when practical to be packed in the same package.

33. Toilet tables and writing tables when packed for shipment to have no projection above the top. When made with legs without stretchers, legs to be packed detached. When made with stretchers, to be made with detachable ends and packed under beds or cases, center stretchers to be packed flat.

34. Triplicate mirror toilet tables to be packed with rail under mirror detached; and mirrors to be folded against the center mirror and packed lengthwise on top of case, all to be packed in one package.

35. Washboards to be made of K.D. construction and packed K.D. when shipped.

36. Wherever possible all goods to be packed and shipped in pairs.

37. All dimensions of crates to be as small as safe packing will permit.

38. This schedule to take effect January 1, 1919, in so far as it applies to production of patterns not conforming to this program. It is understood that this permits the completion of work in process at this date.

Move to Open Cut-Over Lands for Soldiers

Secretary of Interior Lane has recommended to the President that \$1,000,000 be appropriated for preliminary work on a big scheme to make cut-over timberlands and other waste lands ready for returning American soldiers. The President has endorsed the recommendation to Congress.

As a matter of fact under authority of Congress \$200,000 has been placed at the disposal of the Reclamation Service, half of which will be spent for investigation for reclamation by drainage of lands outside existing projects and for reclamation and preparation for qualification of cut-over timberlands in any part of the United States. The other half will be for the investigation of new irrigation projects.

In speaking of the purpose, Secretary Lane says that while we do not have the vast domain that was open to the returning fighters after the Civil War, we do have millions of undeveloped acres that can be made available for homesteading soldiers. Already a great deal of work has been accomplished, and it is anticipated that there will be ample acreage ready for development by the soldiers when they have finished their jobs across the water.

It is not the intention to deal this land out as charity, but rather to use every opportunity of directing returning soldiers to the lands available and to let them take over holdings while developing them, the payments to be made on long term and easily accomplished basis.

The work of development in arid regions, swamp lands and cut-over sections is being organized systematically and the govern-

ment is ready to meet the needs of the returning soldiers and to put them into the same program.

Regarding the Building Embargo

The Department of Building Operations is strict. Not even when a contractor has a permit for replacement purposes. However, if the work is not already started, it may be completed. Other building work is not to be started until the contractor has obtained permits and complied with all requirements.

A resolution has been passed by the Senate asking for the War Industries Board's authority for its orders along the above lines. Senator Charles McNary of Oregon, who offered the resolution, doubts that the board has such authority.

The financial and labor officials of the government and the local representatives of the Council of National Defense are cooperating with the War Industries Board in carrying out its restrictive policies.

In order to expedite decision as to essentiality or non-essentiality of proposed new non-war construction, General Branch, chairman of the War Industries Board, has called into assistance State Councils of National Defense, who are asked to investigate, through their local organizations, and to report on all new building projects in their respective territories. These recommendations will not be final but will be followed to the extent that no application for materials for projects coming within their jurisdiction will be considered by the War Industries Board until the local council has reported. Final decision in all cases is reserved by the Board.

Any exceptions that will not have to be taken up for permit are, in addition to the various government and direct war construction, the following:

Repairs or an extension to existing buildings, involving in the aggregate a cost not exceeding \$25,000.

Roadways, buildings or other structures under the jurisdiction of the United States administration or any railroad operated by it.

Those directly connected with mines producing coal, metals and ferro-alloy materials.

Public highway improvements and street pavements when expressly approved in writing by the United States Highway Council.

All other building projects must have special written permit written by the chief of the Non-War Inspection Section of the Priority Division of the War Industries Board.

It is stated that Secretary Baker, acting as secretary of the National Council of Defense and of the Advisory Commission, promptly accepted for the council the request for assistance made by the War Industries Board.

It is officially announced that under recent rulings practically all buildings now under way may be completed, and dealers in building material may continue to supply needed material.

In order to further strengthen the position regarding non-essential construction, the United States government service has appealed to the bankers of the country to re-use loans that would result in the employment of labor for unnecessary construction, and has asked all states and cities to scrutinize their pay-rolls in order to release all unnecessary employes in parks, public buildings, etc. It is stated that the non building order resulted from a shortage of approximately 1,000,000 men in the unskilled labor division and 500,000 men in the skilled trades.

Statement Regarding Government Housing Purposes

Otto M. Eidlitz, president of the United States Housing Corporation, says that the functions of that corporation seem to require clarifying. It recognizes the serious shortage of houses for workers in particular industrial centers and that the proper housing of those workers is a necessary war need. At the same time it believes that state and local bodies can contribute in many ways.

The statement says that many communities have the impression that unlimited funds for housing have been voted and that these may be apportioned without a critical scrutiny of local conditions and possible alternative action. It says that this is a misconception, and that the federal government will build houses for war workers only as a measure of final relief. It adds that not until every community concerned has exhausted its own resources should national aid be sought or will it be granted.

It adds that the housing corporation will not expend government funds to build war houses except upon request of that department of the government which is interested in the products manufactured in the community in question, and further adds that the corporation will not be in position to lend financial assistance to private enterprises. The corporation has worked out a policy under which many local needs can be filled through co-operation on the part of local authorities with the corporation, which, when the need is fully demonstrated, will give priorities of transportation for materials and such other assistance as seems proper.

The statement says that all correspondence or requests for personal interviews on this subject should be directed to the United States Housing Corporation, 613 G Street, N. W., Washington, D. C.

An interesting phase of the housing development is the plan adopted by the government of regulating its own communities through managers. The Bureau of Industrial Housing and Transportation of the Department of Labor, selects these managers for its various communities which are being developed. These managers are especially selected for qualifications and training, as the management of the government communities will involve not only the collection of rents, supervision of repairs and maintenance of buildings, but will comprise duties analogous to those of a mayor and will involve matters of sanitation, fire, police protection and the general health and welfare of the inhabitants.

It has been demonstrated that the housing project involves far more than the mere building of houses, and that the inhabitants of the community must be maintained in their proper mental condition in order that the work may be carried on efficiently.

Requests for New Navy Bids

All bids received on a number of classes of items of oak lumber for the Navy have been rejected and new bids will be opened on them October 4.

The requests deal with immense quantities of hardwood, running mostly to white oak and from boards up to the heaviest kind of timber, two feet square up to 42 feet long. Every conceivable purpose almost is represented in the bids, a good deal of which is for ship purposes, although some of it is for manufacture of finish, evidently for ship interiors.

Other woods mentioned are ash in large quantities and laurel.

The requests are far too voluminous to be reproduced here, especially as they are all issued direct to the trade through the various association and war service bureaus, as they come from the Navy Department and Bureau of Supplies and Accounts, and undoubtedly copies can be secured by applying there.

Lumber Now Officially Essential

As the lumber industry was not mentioned in the official preference list issued by the priorities division of the War Industries Board, Judge E. B. Parker, priorities commissioner, has issued a supplemental statement entitled "Labor Priority Bulletin No. 1," addressed to the United States Employment Service and all industrial advisers, covering the industry.

Charles Edgar, director of lumber, War Industries Board, explains that this statement calls the attention of industrial advisers and the district exemption boards to the essential nature of the lumber industry, and to the importance of considering claims for exemption of necessary employes of lumber manufacturing plants supplying lumber "necessary to the maintenance of military establishments, or the effective operation of the military forces of the United States or its Allies, or to the maintenance of national interest during the emergency."

This bulletin will be in the hands of district exemption boards. It will be necessary for each lumber manufacturing plant to present its case before the proper district exemption board (1) by showing the amount of direct government orders on hand, (2) by showing the amount of indirect government orders on hand, and (3) by showing the amount of lumber supplied to others than the government, which is of primary importance in war work, or in essential civilian requirements.

It is believed by Mr. Edgar that this is a fair and impartial method of handling the question of labor preference for the lumber

industry, as it leaves each individual lumber manufacturing plant to provide its own case.

A statement by B. M. Baruch, director of the War Industries Board, says that lumber has not been put on the preference list of industries, but many individual mills are on the list and a special circular of instructions has been issued to protect the labor of necessary mills engaged in war work. Many mills have not applied for priority that may be entitled to it, it is understood.

It points out that the board realizes the necessity for making the preference listing elastic by changing or adding to lists of industries and plants entitled to preferential treatment in the supply of labor. It says that this will be accomplished through labor priority bulletins issued from time to time, this lumber bulletin being the first of the series. It adds that the initial preference list took into account only the urgency of immediate demand and says further that it should be constantly borne in mind that there are industries and plants which may not require general preferential treatment and which are nevertheless important industries and essential parts of the war fabric.

Referring to the lumber business it says that the possibility of using wood for fuel accounts for the absence of lumber plants or the lumber trade as a whole from the priorities list in the way of preferential treatment for its supply of fuel. The bulletin adds:

Taking into account its very heavy tonnage, coupled with the necessity for supplying special priorities regulations for the movement of government shipments of lumber, as well as the necessity for placing embargoes from time to time on commercial shipments into congested territory, it was not deemed proper to accord to the industry as a whole preferential treatment for its transportation service.

"THE ESSENTIAL NATURE OF THE INDUSTRY AS A WHOLE IS, HOWEVER, RECOGNIZED AND A LARGE PER CENT OF THE PRESENT LUMBER PRODUCTION OF THE UNITED STATES IS REQUIRED DIRECTLY OR INDIRECTLY IN THE PROSECUTION OF THE WAR."

Therefore, because of this importance of the lumber industry the district boards are authorized in passing upon claims for industrial preferment, made by or in behalf of necessary employes of lumber manufacturing plants supplying products necessary to the war, or to the maintenance of national interest during the emergency. To give such claims consideration substantially as would be given them if they appeared in Class 4 on the preference list.

THIS MEANS THAT SUCH LUMBER COMPANIES SHOULD BE GIVEN THE OPPORTUNITY OF SHOWING THAT THEY ARE TO SOME SUBSTANTIAL EXTENT SUPPLYING LUMBER, THROUGH DIRECT OR INDIRECT ORDERS, TO THE GOVERNMENT OR SOME OF ITS AGENCIES, INCLUDING RAILROADS, OR SUPPLYING TO OTHERS LUMBER OF PRIMARY IMPORTANCE IN WAR WORK OR IN ESSENTIAL CIVILIAN REQUIREMENTS.

The bulletin then refers to the fact that the large majority of the mills will for some time to come be largely engaged in filling heavy, direct or indirect, war orders.

Charles Edgar, director of lumber, takes exception to the classification of essential lumber plants in a letter dated September 18, addressed to Judge Edward B. Parker, priorities commissioner. Referring to the lumber priority Bulletin No. 1, Mr. Edgar says:

Lumber manufacturing plants supplying lumber for the maintenance of military establishments or the effective portion of military forces of the United States or its Allies, are certainly entitled to a higher classification on the preferential list than the lowest as provided in the third paragraph on page 3 of the bulletin, and on behalf of the departments of the government looking to this section for their lumber requirements, I most protest against this class of lumber manufacturers being placed in the lowest class.

W. M. Ritter of Columbus, O., is a prominent war worker with the board at present in Washington, and has issued circulars in blank form for the convenience of employers in the lumber and other industries who desire to obtain deferred classification or indefinite furlough from military duty for necessary workmen. The forms and blanks show exactly what action must be taken in order to get exemption for necessary employes.

In order to obtain deferred classification for skilled labor on industrial ground, the employer must establish a status as a necessary industry with the district boards having jurisdiction over his skilled employes. This is done through affidavit. He must at the

Government Organizes Training Department

The Department of the Interior has organized a new Federal Bureau of Investigation, which will be headed by a special agent in charge, and will be responsible for the training of the Bureau's personnel. The new department will be organized into three divisions, each headed by a special agent in charge. The first division will be responsible for the training of the Bureau's personnel in the field of law enforcement. The second division will be responsible for the training of the Bureau's personnel in the field of public safety. The third division will be responsible for the training of the Bureau's personnel in the field of general investigation.

The Official Industrial Preference List

The latest preference list of materials supplied by the priority division of the War Industries Board includes all previously listed items and is the basis for all classification from the area and may be regarded as the governing factor in the distribution of labor, capital, facilities, material, transportation and fuel.

The industries are grouped into four major classes, consisting of being given this group in the three following factors:

First: Intrinsic importance of the material or use during the war and the urgency.

Second: Necessity for a uniform standard and increasing the total quantity of products.

Third: Promotion of the expansion of an industry or plant devoted to the production of essential products.

The bulletin says that the measures of industries and plants on this preference list does not operate as an embargo against all others, but that the effect is to defer the preference of all others until the requirements of those on the preference list shall have been satisfied. All priority is relative, meaning that immediate urgency and not necessarily the total importance of the industry, governs.

In the four groups, group No. 1 is made up only of industries and plants of exceptional importance, and their requirements must be fully satisfied in preference to those of the three remaining classes.

As to Classes 2, 3 and 4 the new preference list states that after the requirements of Class 1 are satisfied, the remaining available supply will be rationed to the industries and plants embraced in those classes. This rationing will be based on the relative importance of each industry and plant according to its class rating.

Priorities covering raw material, semi-finished products and finished products, to be governed by Circular No. 1 issued by Priorities Division, July 1, 1945. In speaking of the term "principally," as used in listing industries, this means those plants whose war output is not less than 75 per cent of the products mentioned.

EACH PLANT LISTED SHALL NOT LATER THAN THE FIFTEENTH OF EACH MONTH FILE WITH THE SECRETARY OF THE PRIORITIES BOARD, WASHINGTON, D. C., REPORT ON P. L. FORM NO. 3 (SUPPLY OF WHICH WILL BE FURNISHED ON APPLICATION) COVERING ITS ACTIVITIES DURING THE PRECEDING MONTH. ANY PLANT FAILING TO FILE SUCH REPORT WILL BE DROPPED FROM THE PREFERENCE LIST.

The order further states that the decisions of the priorities board are subject to review only by the chairman of the War Industries Board and the President.

Paragraphs On Important Matters

Lumbermen are interested in watching the outcome of efforts of the New Orleans Association of Commerce and other business interests to have the pending revenue bill amended so that under the excess profits tax proposed borrowed capital will be recognized as invested capital and also so that the value of tangible property will be taken as of March 4, 1914, instead of its original cost, as a basis for the tax collectors to work on. Senator Russell of Louisiana has introduced amendments to the revenue bill to make the changes proposed, which would make a great difference in the

taxes levied on the industry. The amendments would also provide for a 10% increase in the value of tangible property for the purpose of determining the excess profits tax. The amendments would also provide for a 10% increase in the value of tangible property for the purpose of determining the excess profits tax. The amendments would also provide for a 10% increase in the value of tangible property for the purpose of determining the excess profits tax.

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L. M. Tully has opened a cyprus emergency bureau here, and is looking after government orders.

Another \$100,000,000 appropriation is needed for industrial housing, it is announced.

The Douglas fir people received recently orders for 45,000,000 feet of lumber for cantonments. Fir people expect that many small mills will be closed as nonessential and their labor transferred to big mills that have government contracts, and it is possible that some form of cooperation by which the big follows will help the little follows will be worked out. Southern lumbermen also expect curtailment of the industry in their section, especially in the case of the small shortleaf mills. This sort of a plan, it is said, would not only release labor, but would tend to reduce the quantity of lumber that is produced incidentally while making government material and which incidental material uses the capital, labor, and transportation resources of the country that are needed, it is said, for war purposes.

The campaign for building curtailment will receive the cooperation of the Federated building trades, committees of which will advise with representatives of the local councils of national defense in the several states.

The wooden ship-building program is limited by the ability to get engines and machinery for the ships, it is understood. At present there is said not to be enough of motive power for steel ships. It is planned to utilize the wooden ships as economically as possible in the coastwise and nearby trade and to build many large barges which will require great quantities of lumber, but little motive power to carry huge tonnages. Vice-President Ploz of the shipping board says the wooden ship has a place in winning the war, but he thinks wooden ships are not coming along fast enough. He thinks they can be used in the cross channel trade between England and France. The chief ship division has been transferred from J. O. Heyworth, concrete of the wood ship division of the board to the steel ship division.

In working out conservation programs for various industries the war industries board has planned to save 524,750,000 feet of lumber in curtailment of the manufacture of rubber footwear, and nearly as much more in curtailing the cotton thread industry.

The department of agriculture states:

About 15,000,000 feet of black walnut timber has been located and its existence reported to the Forest Service by the Boy Scouts since they were called upon by the President to assist the government in locating this timber on crown-land and property material. The Boy Scouts send

the reports to the Forest Service, where the information is compiled and then forwarded to the War Department. The government itself is not buying the walnut, but sends out the information to manufacturers working on government contracts.

The Danish government and the war trade board have agreed that Denmark can have during the next year 300 tons of woods except mahogany, walnut and spruce, and 740 tons of furniture, etc.

A wooden bicycle tire has been perfected in Holland, it is reported. It is made of elm wood.

The Red Cross states that it has appropriated over \$5,000,000 for reconstruction in devastated portions of France.

Furniture manufacturers have submitted sample wooden beds with steel sides to the government for consideration for army and civilian needs.

There has been an increase of 350 per cent in the pre-war prices of briar root for pipes, it is announced, and 100 per cent in the cost of other pipe woods.



Drastic Lumber Embargo Order



High Lights and Late News on Embargo Order

It is officially stated, and the statement is borne out by private interviews with officials and the predominating opinion generally expressed, that the purpose of the embargo order is to control rather than to restrict lumber shipments, and particularly shipments that appear unnecessary because of nearer sources of supply. It is also officially stated that manufacturers will have no trouble in getting permits.

The order definitely instructs that consignee must apply for permits. It is also permitted that if shipment originates and has its destination on the same railroad lines, inclusive of switch line at point of origin and at point of destination, the local transportation officials have authority to issue permits covering such movements. In all other cases the matter must be taken up as follows:

For shipments destined for New York, Philadelphia, Baltimore and Washington an application must be made for permit to the freight traffic committees of those points respectively. In territory around Chicago, for instance taking in Indiana, Illinois, Wisconsin, Michigan and general central points in this vicinity, application must be made to W. L. Barnes, assistant manager, Car Service Section, Burlington building, Chicago, Ill. In all other cases application must be made to the Car Service Section, Washington, D. C.

It is specifically forbidden that any reconignment may be made. Shipment must positively be made direct from one point to another point.

There was a mistaken impression in the beginning that logs were exempted from the order. The only exemptions other than those not shown on the original order are contained in an official order sent by telegraph on September 24 and effective on that date. The list of items exempted from the permit requirements is as follows:

Locust logs and billets, walnut logs, walnut lumber, excelsior, baled shavings, sawdust, tanbark, extract wood, pulpwood, mine props, pit props, fuel wood, chemical wood, box shooks and wirebound box and crate material, rotary cut box and crate material, staves, headings, hoops and manufactured materials.

Regular forms for application are provided and these can be secured from the officials above referred to.

Late advices also state definitely that shipments to Canada are exempted from the permit requirements.

It is not necessary in the event of shipment originating outside of the prescribed territory to be shipped through the prescribed territory and to point of destination outside of the prescribed territory, to secure permit. However, on shipments originating within the prescribed territory and shipped to points outside of the prescribed territory or shipments originating outside of the prescribed territory and shipped to point within the prescribed territory, permits must be secured by the consignee.

It is definitely forbidden that cars be loaded against embargo without permit having been secured prior to loading. There is definite assurance that permits will be issued on practically all orders booked.

It appears that on the whole the greatest hardship and loss will come not from refusal of permits, except when as time goes on congestion in various districts requires the refusal of permits, but rather from the delay caused by getting the scheme under way.

The officials are showing a genuine disposition to make everything as easy as possible and to clarify the situation as speedily and as thoroughly as possible. Necessarily though with such a vast undertaking and with such long distances to be covered in applications for permits and so much time consumed in applying for and receiving permits, there will be serious delays and serious losses and undoubtedly the government's war program as well as other business will be definitely interfered with for the time being.

It is likely that the embargo will last during the term of the war, but it is also likely that irregularities and difficulties will be ironed out as rapidly as possible so that the matter will eventually become more a question of mere inconvenience than serious loss.

It is quite likely that measures will be taken enabling consumers of lumber to put in application for permits for their requirements ahead, based on their estimated lumber needs. In fact, a Hardwood Record representative witnessed one lumber consumer making this type of application, and when such system gets under way it will very largely reduce complications, as it obviously will be foolish to require a factory to have its status as an essential industry established with each car of lumber that it buys.

The drastic and unheralded order of the car service section of the U. S. Railroad Administration, declaring an embargo, already effective, September 16, against all shipments of commercial lumber

into consuming territory north of the Ohio and Potomac rivers and east of the Mississippi, has created consternation.

(Continued on page 33)

Departmental Co-Operation Is Valuable

Managers Should Endeavor to Understand One Another's Problems

BEFORE STAINING WOODS, it is essential that they be properly sanded, and for that reason the value of close co-operation between the sanding department and the finishing room is in no danger of being overestimated. Many foremen finishers have studied causes and effects so that they know the necessity of having veneered, or other, work sanded carefully and uniformly before staining, if an even color is to be obtained. They know that the problem presented by the demand for a uniform color is a difficult one, but realize that their work can be made more easy when they do not have to contend with careless sanding in the cleaning up process.

Frequently poor sanding is due to ignorance on the part of the sanding operator. He seldom, if ever, comes in direct contact with finishing room conditions, and can hardly be expected to understand the requirements of this room when no one takes the trouble to explain any of them to him. As a rule the machine sanding, when done by experienced operators, needs little attention. Still, there are times when the operator will run the stock through the machine diagonally, or directly across the grain, especially if he has not been told how much better the finish can be applied to stock that has been run through so that the whole sanding operation has been done with the grain.

Careful students have agreed that, in all probability, wood is the most difficult material on which to produce an absolutely even surface. The structure of the same is so varied; besides the soft, fleshy part are the bone-hard fibers representing the years, or age, of the tree. In some woods the structure is tough, hard and pithy. In others there are short and stocky fibers. Therefore, to sand woods evenly, and so that the flake and soft parts are equally affected by the process, the soft parts should not be crushed down or pressed together, or they will swell later and cause uneven surfaces. If this feature is not explained to the machine operator he may set the feed rolls too close together instead of just sufficiently to allow the stock to feed through.

If no one takes the trouble to explain in detail, the machine operator can hardly be expected to understand that wood sanded with No. 1 paper will stain darker with the same stain than it will if sanded with No. 0 paper. Neither is it easy to understand that wood sanded with new, sharp paper will take darker with the same stain than will the same wood sanded almost to a polish with paper that is worn smooth. This is a fine point that many managers are not familiar with, but the expert foreman finisher knows about it because he has been confronted with the consequences on more than one occasion. Too frequently, when asked for an explanation as to the rea-

son for uneven color, he has been looked upon as a wonderful inventor of excuses when he has told these reasons as the cause. Here is where close working between sanding and finishing departments would produce good results.

But, why should sanding with different degrees of coarseness of sandpapers have an effect upon the depth of color after the wood is stained? A coarse paper leaves a fine, fuzzy surface, which enables the stain to penetrate. The stain is also absorbed by the fuzz, which, though very fine, is present in large quantities and helps to darken the surface. A fine paper reduces this fuzz and makes a harder surface. Any one who desires a clear demonstration of the effect of sanding on stained wood can take a piece of material that has been run through the cabinet sander and cut it into three equal sections. Leave one section as it came from the sander; sand one with No. 1½ paper and the last with No. 00 paper. Have the pieces stained and finished in the usual way, and the result will be apt to prove astounding to the man who has not been inclined to study the effect of sanding upon finishing.

The sanding methods of today, with the use of modern machines, leave very little handwork to be done by the cabinetmaker. He is required to look after some of the solid pieces, tops and minor additions that are placed by him when he assembles the article. Posts, panels, side pieces and ends are all sanded by the machines. Then they frequently are sponged and again sanded or put through the polisher. The finisher's responsibility makes it necessary for him to know when a piece has received all the necessary operations, and whether or not they are correctly done. When work comes out of the factory faulty, unless it be very plainly shown what the cause of the fault is, the blame is apt to be placed on the finishing department. Something has gone wrong with the stain, the filler, shellac or varnish, and many foremen finishers have "sweat blood" searching for defects, when in reality the fault was in the sanding room, and due either to insufficient or excessive sanding.

Where laminated material is used there is more or less trouble in the finish room because of the "cutting through" of the surface veneer. The piece is usually put through a machine having three rolls. These rolls are covered with three different numbers of sandpaper, the finest usually being No. 00. The operator of this machine has a very responsible position. He must smooth the piece without cutting through the thin veneer. There is great danger in using too coarse papers and cutting too deeply into the veneered surface. He may not cut entirely through, and an apparently well sanded piece goes to the finisher. But the glue line is nearly exposed,

PLY WOOD

FOR
WAR
ORDERS

STRONG
LIGHT
FLAT

We are equipped to manu-
facture from the

LOG
TO
YOU

WATERPROOF PANELS

THE LOUISVILLE VENEER MILLS

LOUISVILLE, KY.

*Makers of good veneers and panels
for more than a quarter of a century*

VENEERS FOR AEROPLANE CONSTRUCTION A SPECIALTY

WRITE, WIRE OR TELEPHONE

BIRDS EYE VENEER COMPANY, Escanaba, Mich.

and when the finisher unsuspectingly puts the piece through the staining process he finds that the color does not take evenly. Then "doctoring" is resorted to, in which case the glue may soften and cause the spot to become too dark.

When water stain is to be used it is the common practice to sponge the piece with clear water; allow it to dry; then to sand it with a very fine paper before the stain is applied. It is in this final sanding that care must be taken to prevent undoing all the good results of the sponging. This sanding can best be done by a careful operator on the type of machine known as the hand block belt sander, because all that is required is to cut off the fine fuzz that has been raised by the water. If the wood is cut deeper than is necessary it will be brought to the same condition it was prior to the sponging, and if the deep cutting is done only in places, the result will be that these places will require sanding after the stain is on, which is certain to give the work a patchy appearance.

There are various makes of sandpaper on the market. Some have preference in one factory and some in another. The main thing is to know what degree of coarseness or fineness to use, and to use it right. No matter what woods are used, the surface cannot be too carefully prepared. As previously stated, whether the sanding is done by machine or by hand, it must never cut through the veneered surface, and that part which has been raised by moisture should be sanded just enough to give it absolute smoothness. Where the cheaper grades of furniture are made some finishers prefer to put on a coat of water stain without sponging. They rely on their results by putting on a heavier coat of stain, or a darker coat, and sanding lightly afterward. They even fill the wood without sanding, put on the shellac and cut the protruding fibers which are stiffened by the shellac by giving it a light sanding. The danger of this operation is that these little fibers will show up the raw color and will not permit the most permanent finish, acting as conductors of air, especially where wax finishes are used.

It is impossible to lay down ironclad rules for operation, but enough has been said to show some points to be safeguarded, and to illustrate the fact that the factory that wants good finishing results will have a system that makes for a careful interchange of views between the sanding and the finishing rooms.

The scarcest imported wood listed in veneer production in this country is ebony. The output is only about one thousand feet, log measure, a year, or about one-fifteenth as much as rosewood or as satinwood. It is commonly cut into veneer one-eighth of an inch thick, though, of course, other thicknesses may be produced.

OAK VENEER SUPPLY a Problem Its Solution!

THE Nation's need for the choicest Oak in airplane propellers, army wagons and artillery wheels is urgent and has caused a constant shortage in oak veneers. Substitution in furniture, piano and allied lines is imperative.

Figured Red Gum is the natural choice. While it costs considerably less than quartered oak, mahogany or walnut, it is conceded the equal of any and all imported or domestic cabinet woods. European woodworkers of international reputation have used gum in their masterpieces for a generation.

Figured Red Gum is unique in that while practically free from defects and working with little waste, it is most famous for the exceptional quantity and variety of its figure and color. Pleasing contrasts and rich blendings of shades and tones are characteristic.

The supply of Figured Red Gum is ample. At the same time, though, the woodworker planning a Figured Gum line can add greatly to the character of his goods through proper selection from a diversified stock.

This company has long specialized in Figured Red Gum and anticipating the present situation has built up a 1,000,000 ft. stock in which the chance for selection is remarkable. Nor is this ordinary veneer—none but the choicest mottled gum logs reach the veneer mill. The rest we make into lumber on our adjoining band mill. The result is obvious. Also, our location enables us to buy figured gum logs economically. The effect on our veneer prices is noticeable.

Whether you are merely looking for information or are in the market—let us have that Figured Gum Veneer inquiry. It will have the most thorough reply, for we know our service will help you plan and our veneers will help you sell your Figured Gum line.

Buy veneer and (N. B.) hardwood lumber in mixed cars. Save time in shipments and money in better prices and less damaged goods.

NICKEY BROTHERS, INC.

MEMPHIS TENNESSEE

SOLE IMPORTERS OF THE BEST OF ALL FIGURED OAK VENEERS AND PANELS
 Sliced red oak, ash and gum, figured gum, gum, gum, gum

LONG-KNIGHT

LUMBER COMPANY

CYPRESS

WALNUT—HARDWOODS

WALNUT LUMBER
30,000 ft. 1" FAS
3,000 ft. 5/4 FAS
1,000 ft. 8/4 FAS.

200,000 ft. 1" No. 1 C.
15,000 ft. 5/4 No. 1 C.
11,000 ft. 6/4 No. 1 C.
3,000 ft. 8/4 No. 1 C.

150,000 ft. 4/4 No. 2 C.
38,000 ft. 5/4 No. 2 C.
28,000 ft. 6/4 No. 2 C.
22,000 ft. 8/4 No. 2 C.

VENEERS

255,000 ft. 1 28" Mahogany

227,000 ft. 1 23" Walnut

367,000 ft. 1 28" Butt Walnut

Manufacturers and Wholesalers

Indianapolis, Indiana

Letters from a Panel User

Regarding Cost Systems

Monroe, Mich., September 19.—Detailed information is sought these days by panel and veneer manufacturers for a simple cost system. We can in a few words offer suggestions, which, if properly applied, will be of great assistance and will place panels and veneers manufacturers in a position to grasp the fundamental principles of an ideal system.

Your whole cost scheme must start with your books. Your materials can be handled in accounts by the use of special columnar journals, cash books, etc. Whenever you receive a consignment of logs, enter on the credit side of the material "log book" the number of feet purchased. To this must be added the cost of freight plus the cost of handling, pro-rated at the cost per thousand feet. You must figure this as though the man selling you the logs agreed to deliver them to your machine. A good scheme would be to keep a separate tally of each pile of logs and have the logs sorted so that oak will be piled by itself, walnut, etc. Next, open an account in your material book numbering the account to coincide with the number of the log pile. This number must be applied to the time and production cards, and these cards should be gathered every morning. The card should show the number of feet in the veneer cut; and after all the logs in a pile have been manufactured into veneer or lumber, mark the last cards applying to the lot as "dead" or use any other symbol you desire to note that the account must now be closed. You now know the correct and absolute cost of your material and there is no other way in which this can be handled with such a degree of accuracy.

It costs money to handle stock and this cost should be termed material expense. It is rather difficult to go into this matter very thoroughly in an article of this nature. The general method, however, of distributing material expense is applied to departments instead of by jobs. Your department costs would contain such

items as foremen, expense to departments to which material is delivered on the basis of value; office salaries on basis of productive labor; power plant expense on the basis of horsepower used, number of lights and radiation area. If you have a double entry system of bookkeeping you will have little trouble working out suitable accounts that take care of the distribution of your expenses and to apply them where they properly belong. Having accomplished this, it would be a very easy matter to determine the expense cost at the rate per thousand square feet of the veneer cut.

If the mill is producing a considerable quantity of veneer it may be well to compute the expense cost by the machine rate plan. By so doing, each machine will have its own rate and cover the expense plus production cost. The principal factor in the machine rate is, of course, to establish a standard of work hours for each machine. If every machine were operated fifty or sixty hours per week, our machine rate could be established without much trouble, but bearings will go wrong, knives require sharpening, saws need attention, the stock may be too green and give trouble, serious breakdowns might interfere, or after we do a lot of intelligent figuring we will likely find that the machine we thought is really operating nine hours per day may average seven or eight. They are important factors and require a lot of thought.

The war is demanding materials of all kinds. Very few veneer manufacturers are trying to "bleed Uncle Sam," but no man can manufacture at a loss. If there ever were a time in the history of veneer manufacturing and panel making when healthy cost methods are necessary, we are certainly living in that age.

Carefully investigate your costs. If your system is one of guessing, change it. The wooden box makers have barely enough lumber to supply government demands; therefore in the face of these conditions it is not imperative that you lower our wastes by knowing absolutely what amount of lumber is being used to manufacture your veneers? Just as soon as veneer and panel manufacturers realize the importance of this fact, just so soon will they

WE NEED WALNUT LOGS *for* GOVERNMENT PURPOSES

You will be assisting our
Government by advising us of any
Walnut logs or timber you know of



Pickrel Walnut Co.

St. Louis, Missouri

WALNUT LUMBER, DIMENSION STOCK AND VENEERS

HUDDLESTON-MARSH MAHOGANY COMPANY

Importers and Manufacturers of
MAHOGANY
Lumber and Veneer

1256 LUMBER STREET
 Chicago, Illinois

347 MADISON AVENUE
 New York City, N.Y.

eliminate an existing evil and they will be able to realize better profits. We do not want to be robbers, but we must live. Uncle Sam expects every manufacturer to realize a reasonable profit. If our prices are too high, we should lower them; if too low, they must necessarily be boosted.

London Comment on Veneer Market

An English lumber journal in commenting on the outlook for veneer says that prior to the commencement of hostilities there was a fair number of firms interested in this wood, and since that time the number has increased considerably, and it is extremely necessary to keep their names well before the buying, and even the selling, houses. The demand for plywood is not so universal that a big demand in the future may be expected. All countries will be wanting the wood, and there will be plenty of room for others who have not yet taken kindly to this most useful manufacture.

By the way, the cheap hardwood veneers of northern Russia were formerly seasoned by passing the sheets between hot rolls. It was a rapid process, and it was generally looked upon as satisfactory, and sometimes that was all the seasoning the sheets received before being put to final use. Perhaps the same process is still in use there, if veneers are being made.

Opportunity for the Built-Up Top

Veneer and panel manufacturers will read with interest the restrictions on the use of solid tops in certain items of furniture as embodied in the new regulations coming from the War Industries Board governing style, size and other features of furniture output. Referring to the manufacture of dining room tables, the regulations specifically state that all manufacturers shall eliminate all lines of table construction.

This leaves the field clearly open to the built-up top which now has an unusual opportunity for thoroughly establishing itself in all lines of table construction.

Mahogany Apparently to Stay

Allowing for over-lapping of authority and lack of unity in the regulation of government functions, two recent official documents show either distinct inconsistency or definite evidence that mahogany will continue to play an important part in furniture manufacture.

A short time ago an import embargo was levied on mahogany logs except as such imports were considered essential to the war program.

That the government recognizes that there will be a very substantial amount of mahogany imported in connection with war work, that must find outlet in other directions, is evident from a more recent order regulating the furniture manufacturers. This regulation makes a number of distinct groupings of woods commonly used in furniture manufacture and limits each furniture manufacturer to the use of woods in four of these groups. Mahogany is given as one group. Thus the use of mahogany in furniture manufacture is permitted, and the inference is that a substantial amount of mahogany will come into this country that will of necessity find its way into this use.

Rotary Box Material Exempted from Embargo

As noted in the general article in this issue regarding the government embargo on forest products, the government has issued a modifying statement, dated September 24, which exempts an extensive list of materials including wire bound box and crate material and also rotary cut box and crate material. Walnut logs and walnut lumber also are exempted.

Solving the Help Problem

The easiest solution of the help problem is through good department foremen. It matters not whether it is a veneer cutting plant, a panel plant, a furniture factory, or a cabinet shop,

An Average Case—150,000 Feet Northern White Logs In One of the Piles at Our Ft. Wayne Mills.

These logs will average about 28" in diameter and 400 feet log measure contents. They are NOT better than the average received regularly for years past and guaranteed for years in the future. They are strictly Indiana and Ohio product. All our logs are Ohio, Indiana and southern Michigan. With such raw material, with three modern mills and fifty one years of successful operation, the quality of our product is guaranteed.

WE OFFER
LUMBER 3 X to any size in length
VENEERS 1/8 to 5/16 incl., up to 22 feet long



the men in charge of the different departments constitute the main solution to the problem of help. The owner who gets competent men here is fortunate, because then he can take new help in either men, boys or girls and train them.

Take a cutting plant for example. With a competent man to set up and look after the work of the machines it is comparatively easy to train a working crew to give a fair account of themselves. Reverse it and put trained operators in every berth, without a competent man to keep the machines in order and doing their work right, things will soon be in a bad way.

Mahogany Imports Restricted

By a new ruling of the War Trade Board, all outstanding licenses for the importation of mahogany logs and mahogany lumber have been revoked as to ocean shipment after September 10, 1918. Hereafter no licenses for the importation of these commodities will be issued except to cover such shipments as the director of lumber of the War Industries Board shall certify to be suitable and necessary for government use.

This ruling will be important to the manufacturers of veneer. Plainly, it is the intention to limit the importation of mahogany to very narrow terms, except government requirements. Similar action with regard to mahogany and most other foreign woods was long ago taken in England where at this time manufacturing is reduced to very small proportions, except for government needs. The yearly production of veneers in the United States from mahogany logs was about 16,000,000 feet, log measure, before the war. Statistics of veneer output have not been published recently. It should be noticed that the restriction applies to both logs and sawed stock.

Questionnaire on Veneer

The following is a copy of a questionnaire which the Philadelphia Machinery Company is aiming to put before every person engaged in the veneer business or similar business where wood must be dried:

- (1) How are you now drying your veneer or other material?
- (2) How many square feet are you drying per hour?
- (3) How many square feet would you like to dry per hour?
- (4) What is the thickness?
- (5) What kind of wood?
- (6) Rotary cut, sliced or sawed?
- (7) What troubles do you have, if any?
- (8) What is the present drying temperature?
- (9) Are you crowded for space?
- (10) How is the material handled to and from the dryer?
- (11) How many men are you employing in drying?
- (12) What kind of steam are you using and how much?
- (13) Does material run in large lots of one kind or in small lots?
- (14) How much power are you using for drying?

Centering Veneer Blocks

A little extra time and care in the centering of veneer blocks in the rotary machine is a quick and easy way to get more veneer out of the same amount of timber. Measuring and center punching, or marking the center distinctly in some way as a guide to placing blocks in the machine takes a little time if the work is done properly, but it is time well spent. Careful centering makes for better veneer and more of it from the same timber. Some blocks are swell ended, some have crooks, and some a lack of roundness on one end that does not follow through to the other, and the whole block must be considered in centering, not merely one end and then the other. There is nothing very difficult or involved about measuring and centering blocks, and perhaps for this very reason not enough thought is given to it. Give it thought, for it is improvement in little things like this that promises much relief in times of stress.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Are you making, or
are you consider-
ing the making of
airplane or sea-
plane parts where

*Spanish
Cedar*
*Mexican
Mahogany*
*African
Mahogany*

lumber
or
veneer

will be used?

We have the logs—

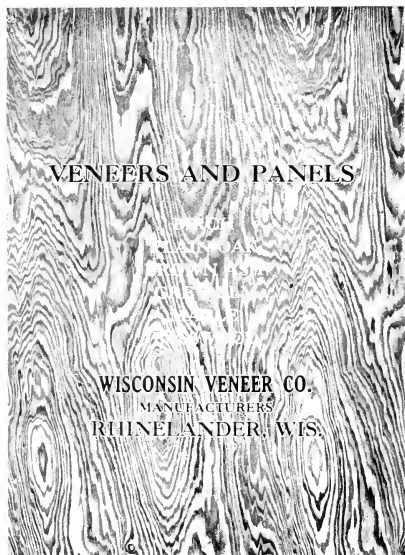
We have a modern veneer
and sawmill

We are experienced in man-
ufacturing such material.

Conclusion: You can entrust to us
your orders and be sure of delivery
within a reasonable time.

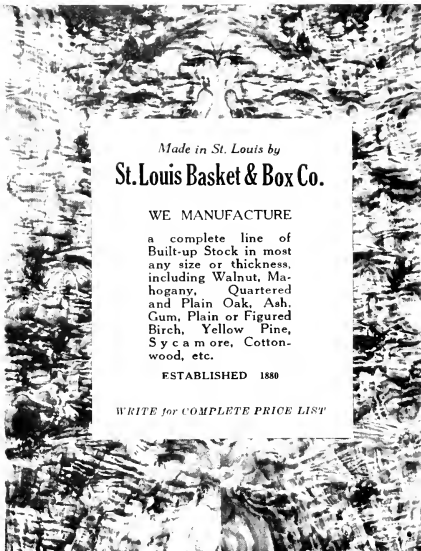
Astoria Veneer Mills & Dock Company

Plant and Yard, Long Island City, N. Y.
General Offices, 347 Madison Ave., N. Y.



VENEERS AND PANELS

WISCONSIN VENEER CO.
MANUFACTURERS
RHINELANDER, WIS.



Made in St. Louis by

St. Louis Basket & Box Co.

WE MANUFACTURE

a complete line of
Built-up Stock in most
any size or thickness,
including Walnut, Ma-
hogany, Quartered
and Plain Oak, Ash,
Gum, Plain or Figured
Birch, Yellow Pine,
Spruce, Cotton-
wood, etc.

ESTABLISHED 1880

WRITE for COMPLETE PRICE LIST

CONFERENCE AT MEMPHIS

Hardwood men have not yet had the opportunity to feel the significance of the message that the American Forestry and Lumber Services and the successful forest management plan, the program which, in their opinion, has been the most important factor in the industry's success.

Immediately on receipt of the telegram, the president of the wood manufacturers association, the Southern Hardwood Traffic Association and the American Hardwood Manufacturers' Association began looking to the executive section of the railroad service, seeking further information on the embargo and discussing the matter in all of its phases. Officials of the railroad service and the organizations said that at no time in the past have there been so many voluntary requests for information as there have been. Inquiries were also being made by other organizations with reference to the embargo and its effect on hardwood manufacturers throughout the southern field. As a result of these organizations, this industry's representative interest was organized by the railroad.

On September 17 informal conferences continued throughout the day. The next day the executive sections of the two organizations held a joint conference, lasting the greater portion of the day to take such action as seemed warranted under the circumstances. At its conclusion these committees forwarded the following personal telegram to William B. McAlon, setting forth the effects of this drastic ruling and asking that its effectiveness be postponed until October 15 in order that hardwood lumber interests might adjust themselves to the conditions created thereby.

With reference to embargo against shipments of commercial lumber consuming territory east of the Mississippi and north of the Ohio and Potomac rivers:

We have received no previous notice of this drastic action. Hundreds of empty cars are now on side tracks awaiting a load. The result of this order will be to slow up our efficiency and retard this month's railroad earnings. Already we have had work done on railroads pending order as placing lumber in the non-essential class and decline to give cars for loading hardwood logs into mills.

Railroad operations are entirely different from pine and the two industries should neither be connected nor compared. The feeling of many members is that if shipments cannot move, Lumber Loan subscriptions will be restricted.

Approximately 75 per cent of product of hardwood logs goes directly or indirectly into essential war work. We feel that it will take at least fifteen days for the committees whom you designate to work out method of issuing permits as we cannot find as yet where the committees have been appointed.

Six mills are largely located in isolated sections and if loading stops, labor will require and be very difficult to get together again. Therefore, in order to avoid confusion and to expedite the handling of hardwood lumber, to gain car efficiency and to protect the labor situation, cannot effective date be postponed until October 15?

Members of these two associations handle approximately 250,000 cars annually.

The foregoing telegram was signed by the American Hardwood Manufacturers' Association, R. L. Jurden, president, and the Southern Hardwood Traffic Association, James E. Stark, president.

In addition to sending this telegram, the executive committees of the two associations decided to appoint a committee of five to go to Washington to appear before the car service section of the railroad administration or the War Industries Board with a view to showing how essential hardwood lumber and forest products are to successful carrying out of the war program. John M. Pritchard, secretary manager of the American Hardwood Manufacturers' Association, left for Washington at once to make arrangements for the appearance of this committee there at an early date. The personnel of this committee follows: S. M. Nekey, Memphis, chairman; T. M. Brown, Louisville, Ky.; John W. McClure, Memphis; S. H. Swanson, Helena, Ark.; and B. F. Dulweber, Memphis.

During the conference Wednesday much time was given to discussion of the arguments and data that will be presented to one or both of the bodies already mentioned, provided opportunity is given. The telegram sent to McAlon gives some idea of the angles from which the subject will be handled, but the arguments and data presented at that time will be much more elaborate and definite than that contained in the message referred to.

Lumber manufacturers about Memphis are inclined to take a rather optimistic view of the situation because of the essentiality

of their products to the war effort. The fact that the Government has recognized that the lumber industry is essential to the war effort is a fact which is not only gratifying but also a source of confidence. The Southern Hardwood Traffic Association and the American Forestry and Lumber Services are both organizations which are well known and respected in the industry and in the Government. The fact that they have been able to secure the attention of the Government and to have their views on the embargo matter presented to the executive section of the railroad service is a significant achievement. The fact that they have been able to secure the attention of the Government and to have their views on the embargo matter presented to the executive section of the railroad service is a significant achievement.

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including offices of the following departments: The public printer, the United States post office, the bureau of education and printing, the Marine Corps, the War Department, Army and Navy yards and naval ordnance depots, the United States Army and Navy, the Imperial Munitions Board of Canada, the United States Lumber Corporation and the Panama Canal.

"B"—To the U. S. Shipping Board Emergency Fleet Corporation, followed by carriers "per account of" and then followed by name and location of particular carrier, including the percentage of the cargo.

"C"—Direct to carrier and locomotive manufacturers.

"D"—Railroad material consigned to an officer of a railroad and destined to a point on such railroad.

The government of commercial shipments of forest products to embargoed destinations will be controlled through the issuance of permits by the car service section or by the freight traffic committee having jurisdiction when operating conditions warrant and upon presentation by consignees of evidence which justifies transportation services. No permits will be issued except from the point at which the shipment actually originated and to its final destination. The re-shipment of shipments moving under such permits is prohibited; shipments in transit will be accepted.

RAILWAYS—Operated by United States Railroad Administration, I
 Not operated by United States Railroad Administration, I

SHIPS—Plants engaged principally in building ships, excluding air pressure craft for embargoed carriers, (to ships not built for the United States government or the Allies, nor under license from United States Shipping Board), II

TEXTILES—Plants engaged principally in manufacturing textile machinery, IV
 Textiles—Only for processing, drying, sorting, packing and storing, same, IV

TOOLS—Plants engaged principally in manufacturing small or hand tools for working wood or metal, III
 War and Navy Departments—Construction work conducted by either the War Department or the Navy Department of the United States in construction ports, harbors, other places, vessel protection operations, docks, locks, channels, inland waterways and in the maintenance and repair of same, II

Notes—The term "principally" means 50 per cent of the products mentioned.

The same organization has issued the attached statement regarding the classification of industries in making up the preferential list issued by the War Industries Board:

For the information of members, industries placed on the preference list are separated into four classes. Class I contains those which are of exceptional importance and the requirements of which are to be fully satisfied before the requirements of the industries in the other classes. The other classes are used to show relative importance, but the requirements of industries in Class II, for example, will not have to be fully satisfied before supplies are allowed to industries in Class IV.

As a basis for making up the preference list of the War Industries Board, it is necessary to get the preference of shippers from the interested industries before lumbermen can make the shipments.

AIRCRAFT—Plants engaged principally in manufacturing aircraft or aircraft supplies and equipment, I
 Army and Navy—Aircraft and Navy Yards and Naval Ordnance Depots, I
FARM IMPLEMENTS—Plants engaged principally in manufacturing agricultural implements and farm operating equipment, IV
FISH—Plants engaged principally in manufacturing fishing equipment or supplies for producing or transporting oil or natural gas, or for fishing and manufacturing oil for fuel or for mechanical purposes, III
PUBLIC UTILITIES—Plants engaged principally in manufacturing saws, gas, gas plants not otherwise classified, telephone and telegraph companies, water supply companies and like general utilities, II
PUBLIC UTILITIES—Plants engaged principally in manufacturing equipment for railroads or other public utilities, II

The Southern Hardwood Traffic Association has received a partial modification of the embargo order as follows:

Permits are not required on shipments originating at point on one road destined to a point on the same road. To illustrate: Permits will not be necessary on shipments from Yazoo City, Miss., via Illinois Central to Indianapolis, Ind., for Illinois Central Delivery; nor from Memphis, Tenn., via Chicago, Ill., Illinois Central Delivery; nor from Arkansas City, Ark., via the Missouri Pacific to Toledo, Ill., for Missouri Pacific Delivery; nor from a point on the Louisville & Nashville Railroad to Cincinnati, Ohio, for Louisville & Nashville Railroad Delivery.

The association has issued a circular of information covering the latest conclusions of the embargo situation.

Embargo to Central Freight Association and Eastern territories, will, in our opinion, be effective for the duration of the war.

In our opinion, the embargo will be further modified so as to include originating points on roads connecting with trunk lines reaching Central Freight Association Territory, or the rule allowing shipments to move from a point on one road to a destination on the same road, will be abrogated. Advice received from the Car Service Section would indicate that permits will be issued on practically all orders booked.

The above report of the Memphis meeting is reproduced in full because it is representative of urgent gatherings of lumbermen in all parts of the country. Action taken at the Memphis meeting was more full and more drastic than at any other center, but the purpose and sentiment behind all of the other gatherings was the same. It is stated in regard to the Louisville situation that as late as September 18 the embargo had not been placed in effect by a number of the carriers at Louisville and the Ohio River crossings in spite of the fact that it was to become effective September 16.

Stirring Meeting of Loggers

Members of the Northern Logging Congress met in a stirring session at the Hotel Pfister, Milwaukee, Wis., on Thursday, September 19. This was the annual meeting and was attended not only by the logging superintendents but by a large number of the principals of various operations. In fact it more nearly resembled a meeting of manufacturers than of the loggers.

The very important bearing of war requirements on northern logging conditions and discussion of labor problems were the topics of greatest concern which occupied a good part of the sessions. The sixty or seventy men present stayed through the sessions which were interesting in the extreme.

E. C. Dawley of the Dawley Lumber Company, Wausau, Wis., now serving with the lumber section at Washington, represented the government in an effort to round up the absolute maximum number of birch veneer logs from the coming winter's cut as a tremendous amount of birch veneer will be required by the allied governments for airplane construction.

Mr. Dawley discussed the matter pretty thoroughly with loggers and lumbermen present, particularly as regards the percentage of birch logs to be gotten out of operations, and the question of whether or not it is physically possible to concentrate on this work to the exclusion of other logging. The lumbermen carried with them the impression that the government will give assistance in logging other species of timber and other grades of birch logs where it is essential that these other materials be taken out in connection with the production of the required government stock.

Mr. Dawley said there had been a question at Washington as to whether or not the matter should be taken up with the northern lumbermen now or postponed until January or February, and the unanimous verdict was that the quantity of material produced would be very seriously lessened were the matter postponed at all. It was urged that the government give instructions at the earliest possible moment so that plans for laying tracks and other provisions for logging and shaping policies to meet the situation may be properly handled.

There was some doubt expressed as to the ability of northern loggers to handle present and future orders for gunstock planks requiring very special material as well as the coming orders for veneer logs. It was suggested by W. B. Cubine of the Park Falls Lumber Company that the two orders could be handled without interference as many logs of a suitable character to produce the gunstock planks would not fit the requirements peculiar to veneer manufacture. This suggestion met with support by many of those present.

It is supposed that the loggers and lumbermen merely get the logs out from the woods and supply them to the veneer mills of the North, who will be working almost exclusively on the government work.

The following resolutions were adopted regarding this proposition:

Resolved, That the executive officers of the Northern Logging Congress give assurance to the War Industries Board that the loggers of Wisconsin

The Mail Bag

B1201—We Stand Corrected

The Logan-Maphet Lumber Company, Knoxville, Tenn., was mentioned in the September 10 issue as having been incorporated. Regarding this the J. M. Logan Lumber Company, that city, writes:

KNOXVILLE, Tenn., Sept. 16.—Editor HARDWOOD RECORD: We want to say that this is all wrong and we would like for you to make an explanation as we have had lots of inquiries about this matter. This is nothing more or less than our getting a copy of an old charter for the purpose of qualifying to do business in Cincinnati as we have a yard there now.

With kind regards,

J. M. LOGAN LUMBER COMPANY,
J. M. Logan, President and General
Manager.

B1202—Dowel Order

Chicago, Ill., September 16.—Editor HARDWOOD RECORD: We are at this time interested in receiving quotations on our 1919 requirements of mop handles (dowels).

Our needs for the year will be approximately 2,000,000 dowels, taken out in equal monthly installments. Specifications: 5/8" in diameter by 74" long, bone dry and straight, either gum wood or hardwood. Kindly submit your quotations in writing with sample of dowel you purpose to furnish.

Clubs and Associations

Coming Southern Logging Association Meeting

The Southern Logging Association will hold a meeting at the Grunewald hotel, New Orleans, October 23, 24 and 25. This association consists of mill owners and timber owners whose daily output is 10,000 feet or more.

National Association Meeting Date Changed

Announcement has been made that the meeting of the board of directors of the National Lumber Manufacturers' Association, originally scheduled for October 8, will be held October 4 and 5 at the association headquarters in Chicago. The change in the date was made at the request of the West Coast Association. Dr. Wilson Compton, secretary-manager of the association, announced that important matters are to be up for consideration at the meeting.

Big Lumber Sales Congress October 25-26

President G. C. Robson of the Northern Salesmanship Congress makes the following announcement of the coming meeting. Multiply the good things Mr. Robson says by ten and you will have an idea of the excellence of these meetings.

As president of the Northern Salesmanship Congress I am pleased to announce that our annual meeting will be held at Antigo, Wis., on October 25 and 26, 1918, and that we are preparing a very fine and interesting program, which will contain much information of interest to the lumber fraternity, sales managers and salesmen concerning the lumber situation and its application to the sales department under present conditions. We will have some speakers of more than ordinary prominence, and I am advising you to this effect so that you can give it such publicity in your journals as you wish.

You will recall the success that was attained by this organization at the Merrill meeting in 1916 and the Bay City meeting last year, and this year we expect and hope to surpass our previous meetings.

Traffic Association Complimented by Hurley

J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, is in receipt of a letter from Edward N. Hurley, chairman of the U. S. Shipping Board, commending the association for splendid spirit of cooperation with that body it is showing in the establishment of its export looking department, and appealing to it to do everything in its power to advance the interests of the American merchant marine. Mr. Hurley points out that business organizations must not only use the ships now being built by the organization he heads but that they must encourage other organizations to do likewise. He also points out that a tremendous amount of educational work in the interest of the merchant marine must be done if it is to receive the support to which it is entitled and which it must have if it is to be successful as contemplated. Mr. Hurley declares that every business man in America is vitally interested in the merchant marine of this country, unless he is not an American, and concludes thus:

"Organizing of true Americanism behind the American merchant marine is one of the most important tasks of the United States Shipping Board. It would be of little use to build these ships if we could not line up every American behind them."

The association is still working on its export department. Thirteen of the fifteen exporters who are to be members of the advisory committee

have been selected. The other two will be secured within the next few days. The names of none will be made public, however, until all have indicated their willingness to serve. With completion of the committee, the association will proceed with the naming of the smaller executive committee of three, of which George C. Ehemann is chairman, and with actual working out of the details preliminary to the launching of this department which will revolutionize handling of export and coastwise movements of hardwood lumber and forest products.

New N. L. M. A. Secretary Appointed

President John H. Kirby of the National Lumber Manufacturers' Association has appointed Dr. Wilson Compton of Washington, D. C., as secretary-manager of the association. John Lind, who for several months has been acting secretary of the organization, will continue as assistant secretary. Dr. Compton, who since March of this year has been assistant chief dispatcher of the Emergency Fleet Corporation, is a graduate of three American universities and has been a student and investigator in the lumber industry for nearly ten years. He is an attorney and economist by profession. At different times he was graduate student and instructor in economics in Princeton University, Columbia University and Dartmouth College. For two years Dr. Compton was economist on the staff of the Federal Trade Commission, and at various times since 1911 has been associated with the work of the Forest Service, Bureau of Labor Statistics, and the Department of Commerce in Washington.

He is the author of two books on the lumber industry, one of them "The Organization of the Lumber Industry," published in 1916, being extensively known. He is also a writer of articles on economic and legal subjects.

Will Probably Eliminate Gross Log Rates

J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association, is in receipt of a letter from Judge Prouty, director of public service, U. S. Railroad Administration, advising him that he will give personal attention to facilitating negotiations looking to more satisfactory transit arrangements. The association is striving to secure that net rates on logs into milling points with a view to elimination of the practice of paying gross rates into milling points on logs and other rough material and of securing refund when products are manufactured therefrom and shipped. The association emphasizes that this plan involves tying up of large sums of money, belonging to the lumbermen, in the hands of the railroads, thus retarding the former to a notable extent without serving any useful purpose.

Negotiations have been extremely slow and the association therefore appealed to Judge Prouty for assistance.

Memphis Club Resumes Meetings

The Lumbermen's Club of Memphis resumed its regular semi monthly meetings at the Hotel Gayoso on Saturday afternoon, September 14, after suspension of several months due to the summer season. Approximately seventy-five members and visitors were present and President McSweeney, following luncheon, welcomed them heartily and congratulated them on their ability to smile under present conditions created by the war.

Mrs. Bertha of Nashville, Tenn., delivered an eloquent address on the unhappy condition of the people of stricken Belgium and made a strong appeal for funds for the relief of women, children and invalids in that country, the money to be used to supplement the work of the Committee for the Relief of Belgians. President McSweeney instructed the civic affairs committee, of which Earl Palmer is chairman, to take the necessary steps to secure such contributions as the lumbermen were willing to make in the light of the address of this brilliant speaker.

He also appointed a committee of three, J. H. Hines, W. L. Crenshaw and T. M. Cathey, to secure funds for the support of the Farm Development Bureau of the Chamber of Commerce. This bureau, as explained by C. J. Haase, its head, has charge of food administration in this city and county and is doing a vast amount of work looking to the development of diversified farming in this part of the country. In his talk, Mr. Haase appealed to the lumbermen on the ground of patriotic support of the bureau in its administration of food affairs and on the additional ground that this body is doing a vast amount of educational work regarding cut-over lands and invited members of the club.

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Six new applications for membership, to be voted on at the next meeting, were filed by the proper committee.

The club, by providing the American manufacturer with a board of directors in leaving the American Standard Association to cover all industries and the American Standard Association to handle the remainder of the year.

Suggest Pooling for Auto War Business

In a recent official meeting of the French manufacturers of the War Hardware Trade Association, President M. L. G. and other prominent points relative to cooperation in the manufacture of such articles as American manufacturers are unable to supply in quantities sufficient to meet the demand of the United States Government, the following suggestions were made in a class of the war. These suggestions are of a general nature and are not based on a detailed study of the situation, but are intended to be taken as follows:

American manufacturers were asked to consider the possibility of re-organizing or re-structuring in France, in order to be able to supply a re-constituted demand in France for the remainder of the war.

A small number of central plants, capable of supplying the output of French manufacturers engaged in the manufacture of such articles as the credit of the government will do it, and will be able to supply the output of the industry.

Scattered American selling effort will be able to meet the output requirements of the large buying power of several thousand French consumers in the production of the United States Government, and for the remainder of the war that will be required to meet the output requirements of the United States Government.

The central plant in France, which has the best of the French Republic, a French stock company, composed of many manufacturers, has emphasized in a report that the total output of the destroyed industries is too large for individual and competitive efforts. Its directors are requested to supply certain quantities of such articles as the United States Government, in order to meet the output requirements of the United States Government. It is with groups of American manufacturers, each group being able to supply a certain industry in the United States, and special equipment for its restoration, that the Central Union wishes to establish relations.

The industrial re-organization in France is more than one nation can properly attend to, so the pooling of American interests involves solution of the question of whether American manufacturers will be able to meet with competition with the United States.

All factories and mines as well as mines have been completely wrecked. The cost of replacing these industries today is estimated at three times the original cost. It is estimated that the cost of the war will be \$100,000,000,000. The Government state that damage caused by war should be charged on the nation as a whole. This means that the French manufacturer looks to his government for the cost of the war.

Realizing the objection to the government buying materials, the many factories organized the Central Association for the Restoration of Industrial Life in the invaded regions which is to be conducted without profit and serving the interests of the nation. The membership is organized into classes to cover the various industries in France.

By this agreement the bureau issues and distributes materials after purchase has been made by the United States Government. This makes it possible to supply a government institution and just as reliable as the credit of the French Government, etc.

Affronted with these conditions, it appears that it becomes the lumber industry to form a Central Siding Agency which is entirely permissible under the War Reliance Act and which the manufacturers have been working in recent years.

This is certainly a question that should be given consideration by the various lumber associations as well as individual firms.

Baltimore Exchange Increases Rates for Inspecting Lumber

The Baltimore Exchange, at its quarterly meeting, held on September 9, decided to increase the rates for inspecting lumber from 60 to 75 cents, and took other action called for by the change. The advance was made to meet the request of the inspectors for a raise, the old rate being represented as insufficient for the high cost of living. This argument was presented in the form of a virtual demand from the inspectors as an association formed for the protection of mutual interests. The exchange, however, maneuvered so as to avoid giving a definite reply to the demand, imparting to the increase the form of a voluntary grant, made as a war measure. The action did not take the shape of an amendment to the by-laws, but of a resolution in effect for an indefinite period and which can be rescinded at any future meeting of the exchange, without advance notice or other preliminary, making it easy to return to the former charge if conditions render such a course expedient. The orders reads as follows:

The charge for inspection, handling and marking of all lumber known as white lumber to be 75 cents per 1,000 feet on southern pine, oak, joists and timbers, when actually handled, the charge shall be 75 cents per 1,000 feet. The charge for inspection, handling and marking hard wood lumber shall be 75 cents per 1,000 feet.

All of the charges shall be net. Sixty eight cents per 1,000 feet of the charge for inspection and handling shall be paid to the inspector, the balance of seven cents per 1,000 feet to the treasurer of the exchange, who shall keep a separate account of the sum so produced, and from this shall be paid the expense incurred by the inspection department or as may be determined by the managing committee.

The cost of inspection and handling of all lumber shall be divided approximately as between the buyer and seller.

An extra charge of five cents per 1,000 feet is to be made where the inspection is required for the protection of mutual interests. The charge. All small lots of lumber to be charged 83 and carriage when incurred. When an inspector is requested to lay out certain lumber as it is inspected, it is to be charged 83 and carriage when inspected, for which he is to be paid \$1.25 per 1,000 feet in addition to the usual inspection and handling charge.

The matter of the convention taking over one or two of the wharves used by the lumber trade here and built expressly for it after the great fire, which was brought up recently by the army officials, who desire space

for the storage of lumber, was also discussed. It was suggested that the lumber trade here and built expressly for it after the great fire, which was brought up recently by the army officials, who desire space for the storage of lumber, was also discussed. It was suggested that the lumber trade here and built expressly for it after the great fire, which was brought up recently by the army officials, who desire space for the storage of lumber, was also discussed.

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A Standard Bob Sled Adopted

Standardization of their Chicago meeting early in September brought a standard of 14" track, as being the most logical in the ungraded territory. The new sleds have been made in track in varying widths all the way from 20" to 28". Physical conditions of the country in various sections together with the greater or less degree of snow-cover, has resulted in a large variety of widths of track being made. The standard sled manufacturers will organize a separate department of the vehicle association.

Buggy Makers to Organize

A meeting of buggy and carriage manufacturers was held in Chicago September 13. Special consideration was given the recent rulings of the War Industries Board affecting eliminations and standardization in the vehicle line. The questions of material supply and costs and other common problems were discussed. It developed that many of the buggy manufacturers are members of the National Implement & Vehicle Association, consequently the question arose as to the advisability of requesting the association to form a department to take care of their special needs, as in the case of other trade lines organized as departments within the association. A motion to this effect prevailed and a committee on department organization was named, to report at a later meeting.

Standard Farm Wagon Adopted

At the meeting of the vehicle manufacturers on September 4 at La Salle hotel, Chicago, the wagon men reviewed together the rulings recently handed down to the industry by the War Industries Board, covering standardization and eliminations in the farm wagon and truck lines, and which include the adoption of a new standard 55 inch track and 28 inch wagon bay. The eliminations become effective January 1, 1919. A committee was appointed to refer back to the Conservation Division for further consideration some few minor changes not now thoroughly understood. Special consideration was given to the dates on which the rulings became effective. The date will be strictly adhered to.

Other matters considered at the meeting were the uniform wagon and truck warranty and a uniform wide-tire law. These items have been under the consideration of special committees for some time and will shortly be developed for the definite action of the farm wagon department.

Vehicle Association's Silver Anniversary

The twenty-fifth anniversary of the National Implement and Vehicle Association will be held October 16, 17 and 18 at the Congress hotel, Chicago.

War conditions naturally have brought the manufacturers closer to their organization than ever before. The association has served as a clearing house in many matters affecting the relations between the government and the manufacturers and has been also a bureau of information for its members from the very beginning of the present conflict.

Conventions under ordinary conditions perform two general functions: Conveying information and providing social relaxation. This year, the former will be the more emphasized for the war has served to have a soothing effect on entertainment features generally. However, the association will continue its past custom, combining business and pleasure in keeping with the times.

It is proposed that the convention program this year be the source of a vast fund of information for the collective industry for the guidance of the manufacturers in confronting the situations of the present and immediate future.

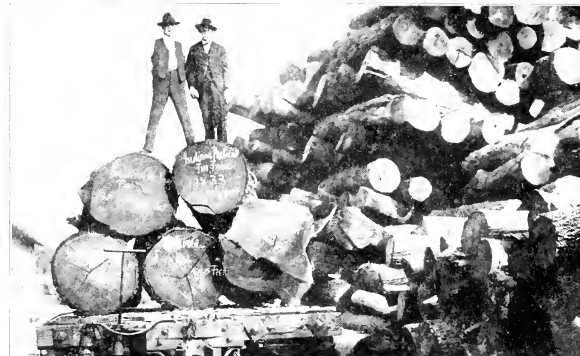
Manufacturers desiring detailed information relative to the coming convention may obtain it by addressing the association, 76 West Monroe Street, Chicago, which will be glad to answer all inquiries.

With the Trade

Old Walnuts Released for War Work

Several beautiful lots of American black walnut have been marketed in the Louisville-New Albany district within the past few weeks, most of this fine timber coming from southern Indiana points. No finer lot of logs has been cut anywhere than a lot of 173 logs from old and mature trees, containing 20,124 feet, many of the logs measuring 33 to 36 inches in diameter, and cutting ten and twelve foot logs, of clear material, with practically no sap, as well as matured trees having very little sap.

This prime lot of logs was sold to the Wood-Mosaic Company of New Albany, Ind., large manufacturer of gunstocks, aeroplane parts, and prior



THESE WALNUT LOGS OWNED BY THE WOOD-MOSAIC COMPANY SPEAK FOR THEMSELVES

to the war heavy dealers in walnut for commercial purposes. Four years ago when war first broke out the company began supplying walnut for the Allies and has been at it ever since. The logs were purchased from George Velslage, who has lived in Seymour for nearly twenty years, and is almost eighty-one years of age. Mr. Velslage is a native German by birth, but was naturalized many years ago. He operated his farm just out of Seymour for many years prior to that, but has been living in town and taking things easy in his old age. However, though German born, Mr. Velslage is all American, and a fine citizen. His timber hadn't been for sale, but when the proposition was put up to him on patriotic grounds by T. J. Stansfield, a buyer for the Wood-Mosaic Company, who formerly lived at Seymour, Ind., and knew the timber, Mr. Velslage instantly replied: "If the government and the Allies need my timber to aid in winning the war they can have it. They can have anything I've got if it becomes necessary." He hated to part with his beautiful trees, to which he had become attached through many years of close connection. However, his patriotism has been put ahead of his love for his fine country place.

The quality of the logs is shown in the large percentage of FAS for airplane stock that has been cut in connection with utilizing the log for war purposes. Four logs cut a considerable portion of 3,000 feet of airplane stock that was cut in one day, this being in addition to a large quantity of 2 1/2" fitches for gun stocks. Airplane stock has to run clear FAS. The actual gunstock has to run as good, but a common fitch may cut one or more first class gunstocks.

One of the accompanying photos shows five of the prime logs on a flat car. W. A. McLean, president of the company, is seen without a coat. Mr. Velslage, who sold the timber, is also seen in the photos. Mr. McLean

had Mr. and Mrs. Velslage down as his guests to attend the Kentucky State Fair in Louisville during the week of September 9, at which time the pictures were taken, while the timber was rolling in. Mr. Velslage has one son who is registered and anxious to go to war. He is twenty-eight years of age, but is the father of a family, and is holding off until such a time as he is really needed and called.

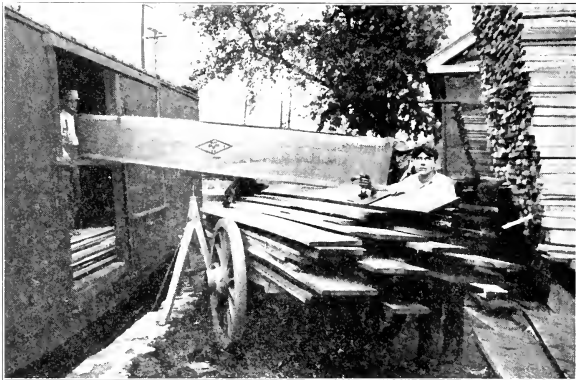
One of the finest shipments of walnut aeroplane stock which has gone out of Louisville and the surrounding district consisted of two cars of prime FAS recently shipped by the Louisville Point Lumber Company, Louisville, Ky., to the Atlantic seaboard for export to the Republic of France. The shipment consisted of 20,000 feet of plain sawn lumber, sap no defect, and clear FAS, averaging 12" in width and 12" in length, consisting of board running 8' to 16' in length. The lumber was sawn 13" to plane down to an even inch. Eighty per cent of the shipment consisted of FAS.

An interesting story is told concerning this lumber, which is of unusual size. The boards were cut from two barges of logs, which were cut from

the farm of Miss Lucy Frank, near Muckport, Ind., fifty miles from Louisville. Miss Frank 104 her timber age when it became known that the government and the allies needed such material for prosecuting the war. Prior to that time money wouldn't buy her fine trees, which had been in the family for many years. More than twenty years ago Ed Shippen of the Louisville Point Lumber Company endeavored to buy the timber, but Miss Frank didn't need the money, and didn't wish to spoil the looks of her estate, feeling that the big walnut trees, which were among the largest in the district, added greatly to the value of her property.

Overtures from many timber buyers met with no response, but Miss Frank is a real patriot, and anxious to see the Hun put on the run. She wrote in to Mr. Shippen offering to sell the lumber if it was needed, but stating that as far as possible every bit of it must be used for war work. The company had the timber bought and piled in barges, it being towed to Louisville. Out of the shipment five cars of 2 1/2" walnut fitches were cut for manufacturing gunstocks; two cars of prime airplane stock; 20,000 feet of log run commercial lumber; and a quantity of small dimension stock.

According to H. F. Early, a government inspector, who looked after the inspection of this lumber for the Signal Corps, Bureau of American Aircraft Production, this lumber repre-



PLACING THE STENCIL ON BOARDS FROM FAMOUS WALNUT TREES, LOUISVILLE POINT LUMBER COMPANY STOCK

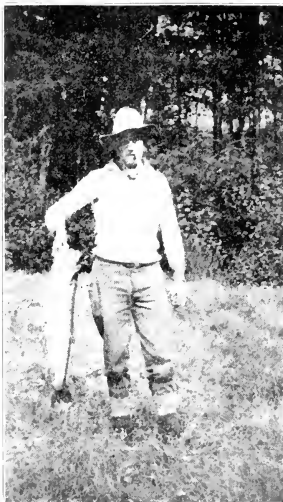
sented the best walnut that he ever graded or inspected, due largely to the fine quality of the large logs, which were well aged.

Many Americans who couldn't be persuaded to let their walnut trees be cut for commercial use are now coming to the front and offering their trees for war purposes. These people are not much to blame for preferring to keep their trees, where they don't need to sell. They are to be con-

Mr. Knight Tells a Fish Story

W. W. Knight of the Lone Knight Lumber Company, Indianapolis, Ind., had a lurch about the middle of August that he needed a vacation, so he packed his grip and with Mrs. Knight baked North. His destination was Wata-Kon Camp on the Temagami Timber Reserve of the government of Ontario, Canada. Mr. Knight writes very interestingly of the trip as shown in the following paragraphs. The photographs on this page illustrate the beautiful country and the type of fish that can be caught. He says:

We arrived at Temagami Station on the Temagami & Northern Railroad, on August 11. This little village is located at the civilization end of Temagami lake, a considerable body of water, comprising about 84 square miles and situated in the midst of the Temagami Timber Reserve, belonging to the government of Ontario and comprising some 750,000 to 800,000 acres. We arrived at our destination, known as Wata-Kon Camp, during the afternoon and immediately made preparations to go fishing the next morning. Our Indian guide, Alex, Tolson, was on hand with his perpetual smile and good nature. I cannot say that we caught many fish at any one time, but we had fish for luncheon every time we went out both here and lake trout—and sometimes brought in enough fish for the camp. The size of the fish can be better judged from the photographs, which I am enclosing, as modesty prevents my ever telling how large the fish are in that lake. The best fish story I can tell is the experience of Mr. W. A. Dawson of Toronto, who caught the prize fish of the camp this season (weighing 11½ pounds) on rough waters, alone in a canoe without gaff or landing net. These fish are caught in extremely deep water, running from 80 feet and on, and this prize beauty, when it got near enough to see the boat, made the fight of his life and took the line out twice. Mr. Dawson, realizing that he had a big fish on the line, was in somewhat of a quandary as to how he should land it. He had to turn his canoe around in the rough waters, so that the wind would carry the canoe in the direction the fish was swimming, and, having heard the



W. A. DAWSON AND HIS TROUT

Indian tale of tickling the back of a salmon trout, he brought the fish up close to the canoe, where he could reach the fish from the side, and actually tickled its back from the tail upward to the gills and then nipped him. The struggle of the fish to get away from the pressure so applied enabled Mr. Dawson to bring it into the canoe. Mr. Dawson says that he will affirm this very thing, and the picture of the fish is at least proof that he landed it.

The country surrounding this lake is a mass of rock and practically unbroken forests. There is quite a large Indian Bay just at Bear Island, which caters to the Indian inhabitants, who trap in winter and the men act as guides in the summer, and seem to be making pretty comfortable living, as some of the Indians last winter made as much as \$1,500 to \$1,600 for their catch of furs. The silver fox is the animal most desired. One of these skins is worth approximately \$900, but with this enormous price on his head Mr. Fox does not have much chance to increase in number.

We spent a delightful two weeks at camp and came home with considerable regret. The camp is run by Miss Laura A. Orr of Toronto, a most charming hostess, who does everything in her power for the comfort of her guests. Camp life is necessarily rough, but the food is good and substantial and for any one enjoying this sort of life we very cheerfully recommend it as a most delightful place to spend a holiday.

With kindest regards, I remain,

Very truly yours,

W. W. KNIGHT.

Holloway Says He Has a Regular Mill in France

Glen H. Holloway of the Trley Holloway Company, Chicago, and Clayton Lutz, now Lieutenant Holloway of the 29th Engineers, Forest, writes an interesting letter to the home folks about his mill site on the other side, as follows:

Somewhere in France, July 1st, '18.

Dear Folks:

I have been mighty anxious since I got here to be able to do enough to make my report to



THE ONLY FARM IN THE RESERVE



W. W. KNIGHT, TEMAGAMI INN IN BACKGROUND



A BEAR ISLAND "HISKY"



SCENERY ON TEMAGAMI

for what I would consider a magnificent representation of the I think we thought it well on the night so I was told you about it.

We got the mill machinery in the month of June and started sawing. In about a week we had started the mill and started lumbering and the first log you could not get for 1.35 a difference in the measurement of the thickness of the ends of the logs and of this we are prouder than anything else, though we also established a record by putting up the plant in a shorter time than any other mill in France of similar capacity.

Our captain is a logger and gave me complete charge of the mill building and while we only had one man who claimed to be a millwright, some of the boys were actually better than I and a neat fir, looking job of it. One man who also had a whole lumber man and had not turned out in a mill to be one of our best men.

We built it without blue-prints, as we expected to get Clark machinery for a ground box mill and received McElroy's machinery for a deck mill. It was interesting and the boys all are enthusiastic. We could not have helped making a record when everybody was so anxious to help. And this is no portable outfit—Dutch ovens, live tools, conveyors and all such things.

I don't know what our capacity will prove to be, but I have a few schemes already for increasing the output. The F. H. Holloway Company's domestic outfit at Clayton keeps up with its foreign output at La Celle Breve they won't have any time to lose. I am not kidding about it either—we have a mill that cuts good lumber and lots of it, and we are cutting it night and day until some body chokes it off.

I meet lots of our boys back from the front or going up and they are all the same; can hardly wait for the whole army—that is too slow; they get into it and get the job over so they can get back home in time to hunk the corn.

Have heard from Cookson several times, but haven't seen him yet. I read that he could get me into the tank corps. I would go with him when his transfer came. The trouble is they require some military training to hold down a commission in the line, and we have settled down to our own line of work here and don't look forward to the winter with much relish.

We are being well fed and at this season it is pleasant living in tents; we have, however, had a taste of their rainy days, sticky mud and damp cold so that I don't look forward to the winter with much relish.

We are, I think, particularly fortunate to have arrived at this season, as we had dry weather for our building and a fine first impression of this beautiful country.

Cape has just blown so must turn in now. There isn't a day but I think of you all.

GREEN H.

Marsden-Calish

Miss Kathoda Marsden and Mr. E. H. Calish, both of Albright, W. Va., were married Thursday evening, September 12, at the Presbyterian manse on Wiley street, by Dr. Edward Krapp, pastor of the Presbyterian church. Both are well known and popular young people of Albright, and immediately following the ceremony left for Albright, where they will make their future home.

Mrs. Calish is the daughter of Mrs. F. L. Marsden of Ruthfeld and is one of the popular young ladies of the county. Mr. Calish is the principal agent of the Ruthfeld Lumber Company, which has several thousand acres of fine timber on the east side of Cheat river.

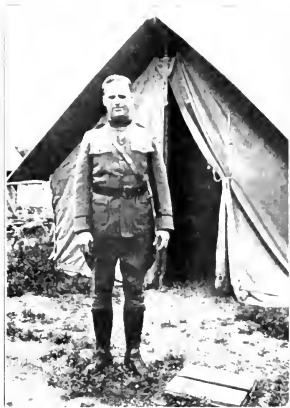
Pertinent Information

Export Lumber Need Not Be Surfed

A report recently gained circulation that a government order had been issued that all export lumber should be surfaced. The National Hardwood Lumber Association inquired of the government officials at Washington and received a reply that no such order had been issued, so far as the reports show.

Wooden Chairs in Place of Iron

The government is now using many iron chairs on steamships. The furniture industry is offering to put out a wooden chair for its use in many places at one-half the cost. The iron chair weighs 14 pounds, while



F. H. HOLLOWAY, CHICAGO

Economy in Transportation Service

The War Industries Board has announced that it will require the railroads to use the most economical method of transporting lumber. The board has also announced that it will require the railroads to use the most economical method of transporting lumber. The board has also announced that it will require the railroads to use the most economical method of transporting lumber.

A War Industries Board spokesman today said that the board has announced that it will require the railroads to use the most economical method of transporting lumber. The board has also announced that it will require the railroads to use the most economical method of transporting lumber.

The French Wheel Order

The French wheel order is the result of the various national construction companies in Europe. It was the construction of the new French wheel order. The board has also announced that it will require the railroads to use the most economical method of transporting lumber.

Certain Building Permits Obtainable

The War Industries Board has published explanations of certain rulings regarding building. Repairs of buildings, costing \$2,500 or less, will be allowed. The statement further says that while it is not the policy of the government to unnecessarily interfere with any legitimate business, industry, or construction project, it must be borne in mind that there is an imperative and constantly increasing demand for labor, material, and capital for the production and distribution of direct and direct war needs, to satisfy which much non-war construction must be deferred. A full realization of this fact by all loyal and patriotic citizens, including state and municipal authorities, is all that is required to postpone such construction activities as interfere with the war program. The state and local representatives of the Council of National Defense are with confidence depended upon to fully acquaint the whole people of these United States with the pressing need for the most rigid economy, measured not only in terms of dollars, but in terms of labor, materials, and transportation service. The construction projects which must be now deferred may be undertaken when we shall have won the war and will then furnish employment to the returning artisan now on the battle front, as well as those who will then be released by strictly war industries.

Buildings under way will, in most cases, be permitted to proceed to completion.

Exports of Wood in 1918

The exports of forest products during the fiscal year ended June 30, 1918, have been published by the Department of Commerce and are published in the list below. For purposes of comparison, corresponding figures for 1917 are shown.

Round logs	3,954,127	8,700,179
Firwood	205,296	277,593
White logs	211,334	262,253
Square sawed timber	4,269,125	4,269,125
Railroad ties	2,308,334	2,801,256
Express lumber	2,885,882	1,242,226
Fir lumber	3,763,049	6,678,116
Gum lumber	515,762	1,306,829
Oak lumber	2,332,739	3,374,281
White pine lumber	1,355,742	1,192,112
Longleaf pine lumber	8,332,937	9,874,885
Shortleaf pine lumber	66,928	183,307
Other softwood lumber	1,539,054	1,539,054
Poplar lumber	32,406	1,179,256
Redwood lumber	1,532,872	173,156
Spruce lumber	3,156,025	6,738,158
All other lumber	5,054,797	9,072,161
Shingles	74,426	96,142
Staves and bolts	187,427	413,767
Wooden furniture	3,739,044	3,938,278
Handles	1,231,944	1,231,944
Empty barrels	1,000,418	754,425
Barrel staves	2,629,623	2,500,987
Box shooks	2,356,192	1,098,303
Barrel shooks	3,924,882	3,724,882
Staves	287,174	449,245
Headings	276,778	276,778
Woodenware	2,015,639	3,581,629
Wood pulp	2,015,639	3,581,629
Totals	882,826,257	882,650,688

Meaning of Our Merchant Marine

In an article published a short time ago by Edward N. Hurley he gave interesting facts concerning our shipbuilding program and what the future promises to be. We are beginning to fulfill our destiny. We have passed American-built tonnage to over 4,000,000 dead weight tons. We have added 155 German and Austrian vessels, requisitioned 56 vessels from the Dutch, and chartered 235 vessels from neutral countries, giving us a total of more than 1,400 ships, a merchant fleet of 7,000,000 tons.

We have established a shipbuilding industry that will make us a great maritime nation. When the present program is finished we hope to have about 25,000,000 tons of shipping, 3,000 ships.

The United States Shipping Board is not only the greatest shipbuilder in the world but is the greatest ship operator. If in 1919 we had the passenger and cargo tonnage we have planned, we will be in a position to establish a weekly passenger service between New York and Rio de Janeiro, Montevideo, Buenos Aires, and Caracas on the east coast, and weekly service between Colombia, Ecuador, Peru, and Valparaiso, Chile, on the western coast. On the west coast we now have two fast passenger steamers plying between New York and Valparaiso. These are the first to carry the American flag on the route. They have cut the time between these two important cities from 27 to 18 days, a saving of 9 days.

Our Central American neighbors, Mexico, Guatemala, Nicaragua, Honduras, and Costa Rica, must all have the very best passenger and cargo service, as must all of our South American neighbors. We have planned the class of steamers required for this service. The type will serve our Latin American friends in a manner that they have never been served before, but which they are entitled to. With the wonderful resources which these countries have, their products should be distributed in the world's markets, and they should have sufficient ships at their disposal and at rates that will enable them, when it is necessary, to sell their products in competition with other nations. This will give them an opportunity to receive their share of profits which will permit them to further develop their countries.

On the Pacific we must provide sufficient tonnage to meet Russia's requirements. The country has many products which we need. These articles can be moved in bottoms controlled by us at fair freight rates, and this will be most helpful to the expansion of Russia's trade.

China also has many commodities which we require, and should receive the transportation necessary to move them, not only to our country but to other countries to which she may desire to sell. The progress of our nation, Japan, is rapidly upbuilding her own merchant marine, but the demand for tonnage will be so great on the Pacific that Russia, China, Australia, and other foreign countries will receive service which they have never been able to receive before.

What better use can we make of our merchant marine than to assure to other countries the best possible regular steamship service?

The new American mercantile marine will not only place "Old Glory" back upon the oceans but it will establish new trade routes for American commerce and play the role of protector to the commerce of other nations.

Hardwood News Notes

< MISCELLANEOUS >

The following concerns have increased their capitals: The Orleans Cabinet Company, Orleans, Ind., to \$75,000; the Jorgensen Bennett Manufacturing Company, Memphis, Tenn., to \$60,000; the Sheboygan Clear Box Lumber Manufacturing Company, Sheboygan, Wis., to \$100,000; the Deaton Manufacturing Company, Fort Worth, Tex., to \$60,000; the Harton Box Lumber Company, Mount Airy, Ala., to \$80,000.

Recent incorporations are: The British Shipbuilding Company, Jacksonville, Fla.; the Colquitt Furniture Company, Moultrie, Ga.; the Anston Shouling & Lumber Company, Hebron, Conn., capital \$100,000; the New England Coöperative & Lumber Company, Portland, Maine; the Cypress Creek Lumber Company, Pompano, Fla.; the Giant Shipbuilding Company, Wilmington, Del.; the Anclote Shipbuilding Company, Tarpon Springs, Fla.

The Fordsville Planing Mill Company, Fordsville, Ky., has filed notice of dissolution.

The name of the George Kaser Lumber Company, Far Rockaway, N. Y., has been changed to the George Adams Lumber Company.

A. J. Sanders & Sons, Whitaker, Ind., recently had a fire.

The Cooley Brothers Lumber Company, Wilmington, N. C., has succeeded M. T. Cooley & Bros.

The Philip A. Ryan Lumber Company has been incorporated at Memphis, Tenn.

At Amherst, Mass., the Amherst Box Company is said to have had a fire, as has the Hudson Sawworking Company, New York, N. Y.

The Veneer Products Company, Stillfield, N. C., has recently organized.

< CHICAGO >

The capital stock of the Available Truck Company, Chicago, has been increased from \$25,000 to \$110,000.

The Greer Lumber Company has been incorporated here, its capitalization being \$100,000.

The Mills Lumber Company has also been incorporated at \$100,000 here. A reduction in capitalization has been made by the E. C. Keady Company to \$20,000.

Chas. A. Goodman, Marinette, Wis., president of the National Hardwood Lumber Association, passed through Chicago last Thursday on his way East. Mr. Goodman says he will be out for a couple of weeks looking over the general business situation.

H. H. Butts, sales manager, Park Falls Lumber Company, Park Falls, Wis., was in Chicago last week following the big Milwaukee meeting, conferring on association matters and concerning his work as chairman of the financial and statistical committee of the Northern Timber & Hardwood Manufacturers' Association.

E. E. Taenzler, now of the American Hardwood Company, Los Angeles, Cal., formerly prominent lumberman of Memphis, passed through Chicago last week on his way South for a visit with the home folks. Mr. Taenzler says the logging was hard when he started to build up his hardwood trade in the Far West, but that he has accomplished a great deal and is now very well established and thoroughly satisfied.

Proctor J. Lawrence of the P. J. Lawrence Lumber Company, manufacturer of hardwood lumber, St. Louis, Mo., was in the city on business two or three days last week and while here found time to play some golf. Mr. Lawrence attended the annual hardwood meeting last June and was a guest at the Elmwood Country Club, whose course impressed him so much that he engineered another game on his visit last week.

H. Brooke Sale, Hoffman Bros. Company, Ft. Wayne, Ind., made a short business trip to Chicago the middle of last week.

C. A. Bigelow, Bay City, Mich., attended a meeting of the Interior Insurance Exchange of the National Lumber Manufacturers' Association in Chicago last week.

Among prominent local hardwood visitors from the South were L. M. Burgess of the Steele & Hubbard Lumber Company, St. Louis, Mo., and J. H. O'Shughnessy, general manager of the Chisum Lumber Company, Alexandria, La. Mr. O'Shughnessy passed through Chicago as part of the northern trip.

< BUFFALO >

The plans are maturing here for the raising of a large quota for the Fourth Liberty Loan. Walter P. Cooke, who is a leading lawyer, as well as president of the Great Southern Lumber Company, is general chairman and he has appointed numerous committees to carry on a systematic campaign. At last accounts the amount of Buffalo's quota had not been stated, but it is said to be \$600,000. That would mean that the subscriptions would have to be on a considerably larger scale than in previous loans.

G. Elias & Bro. have been making many improvements to their mill and yard during the past year and now have filed plans for a second story to be added to the rest room of the plant.

R. B. McLean, of the McLean Mahogany & Cedar Company, has been in New York recently looking after export shipments.

The Palmer-Marx Company, a Rochester lumber concern, will erect a \$15,000 woodworking plant in the near future.

The value of the chemical wood cut in five of the lumber counties of northwestern Pennsylvania this year is estimated at \$1,000,000 and the amount compares favorably with that of last year, which was the largest in over twenty years. The lumbermen and manufacturers are hopeful of good sleighing this winter and they were quite fortunate in this respect during the past two winters. The quantity of wood hauled last winter was so great that some of the chemical plants have enough still stored to last them steadily through the winter. Others, however, will not be able to operate long before new supplies will be needed.

Word from Washington states that the government has abandoned all intention of erecting houses in Buffalo to care for workmen on war contracts. The information received by the labor department committee on housing and transportation is that the city has upwards of 1,000 vacant rooms which might be used by those employees. The explanation sounds inadequate to Buffalobians, who are quite sure that 1,000 vacant rooms cannot meet the needs of the great number of workmen and their families who are looking for a home.

The government is spending about \$5,000,000 in houses for workmen at Niagara Falls, where it has found great need of accommodations for the many munition plant workers. At Erie, Pa., about \$7,000,000 is to be spent and a government city laid out, of which John F. McDonald, a resident of Buffalo, is to be mayor.

< PITTSBURGH >

Sidney E. Hockett, a well-known architect of this city, William M. Hall, W. F. Folschetter and W. H. Stearnshaw have been named committee to pass upon all building projects involving over \$2,500 in Allegheny county. This is going to make it exceedingly difficult to erect any buildings this fall and winter and wholesalers are badly discouraged over the general outlook.

The Aberdeen Lumber Company, Second National Bank building, believes that high prices for hardwood are going to prevail right along this year. Scarcity of gum and cottonwood is one of the most suggestive factors that President J. N. Woodlett sees in the market today.

The F. H. Sherman Lumber Company, of Charlotte, N. C., has been elected the National Manager of R. E. Wood Lumber Company, Inc. for the year 1918. The National Lumber Company, Inc., is a corporation organized under the laws of the State of North Carolina, and has its headquarters at Charlotte, N. C. It is the largest and most successful lumber company in the South, and its products are sold in all parts of the United States and in foreign countries.

The Watson Lumber Company, of Charlotte, N. C., has been elected the National Manager of R. E. Wood Lumber Company, Inc. for the year 1918. The Watson Lumber Company, Inc., is a corporation organized under the laws of the State of North Carolina, and has its headquarters at Charlotte, N. C. It is the largest and most successful lumber company in the South, and its products are sold in all parts of the United States and in foreign countries.

The American Lumber & Milling Company, of Charlotte, N. C., has been elected the National Manager of R. E. Wood Lumber Company, Inc. for the year 1918. The American Lumber & Milling Company, Inc., is a corporation organized under the laws of the State of North Carolina, and has its headquarters at Charlotte, N. C. It is the largest and most successful lumber company in the South, and its products are sold in all parts of the United States and in foreign countries.

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< BALTIMORE >

This city has a new company, the R. E. Wood Lumber Company, Inc., which is a corporation organized under the laws of the State of North Carolina, and has its headquarters at Charlotte, N. C. It is the largest and most successful lumber company in the South, and its products are sold in all parts of the United States and in foreign countries.

The R. E. Wood Lumber Company, Inc., has secured the services of C. F. Book as sales manager. Mr. Book has been identified with the lumber interests in the South for a number of years, and is thoroughly acquainted with the manufacturing as well as the distributing end of the trade. He is a native of Williamsport, Pa., the home of R. E. Wood, president of the company, and his two brothers, and came here directly from the North Carolina Pine Emergency Bureau at Washington. Before that he was sales manager for the East Carolina Lumber Company of Newberry, N. C., and has been connected with other concerns.

Chester F. Korn of the Korn Canning Lumber Company, Cincinnati, was a visitor here about a week ago and saw some of the members of the trade. He spent some time with Harvey M. Dickson, secretary of the National Lumber Exporters' Association, and went over foreign trade conditions with him. Mr. Korn came to Baltimore from New York, where he had gone to look after shipments of veneer to the United Kingdom. The corporation has been doing a considerable business in these veneers, and various consignments enroute required looking after. From Baltimore Mr. Korn went to Washington to confer with some of the government officials in regard to permit for exports and other matters.

Mayor Preston of Baltimore, is on flatly against the erection of any more frame houses in the city, and on September 16 directed Building Inspector Osborne to stop issuing permits for all such construction. "This is a brick city," the mayor is quoted as saying, "and we want it to continue to be a brick city." The mayor's order was the result of a frame office structure built by a contracting firm in the western section. It is said that the executive will try to have the permit for the building revoked.

< COLUMBUS >

A recent order of the federal authorities, stopping all construction work in Columbus and vicinity in order to secure skilled men for the completion of the huge war depot, being erected just east of Columbus, is having a slight effect on the hardwood trade. In all about 10,000 skilled men were stopped. It is expected that the additional men can complete the storage depot within a few weeks when construction work will again be resumed.

C. Thomsen, of the Union Wholesale Lumber Company, Youngstown, will cover eastern territory for his company, making his headquarters at either Wilkesbarre or Reading, Pa.

James Credition, who was in charge of the London branch for the W. M. Ritter Lumber Company, Columbus, is visiting this country and has had an inspection of the mills located in southern states. James Credition is well known in lumber circles, having been in the business in America for about sixteen years. He has been in contact of the London branch for

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5/4" No. 2 Com. & Bir. ASU	41,000'
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6/4" No. 2 Com. & Bir. BIRCH	28,000'
6/4" No. 2 Com. & Bir. SOFT ELM	76,000'
4/4" No. 2 Com. & Bir. SOFT ELM	30,000'
4/4" No. 1 Com. & Bir. BIRCH	84,000'
4/4" No. 1 Com. & Bir. BIRCH	104,000'
4/4" No. 2 Com. & Bir. BIRCH	51,000'
8/4" No. 2 Com. & Bir. BIRCH	17,000'
4/4" No. 3 Com. BIRCH	51,000'
5/4" No. 3 Com. BIRCH	58,000'
4/4" No. 3 Com. BIRCH	43,000'
4/4" No. 1 Com. & Bir. MAPLE	25,000'
6/4" No. 2 Com. & Bir. MAPLE	316,000'
8/4" No. 2 Com. & Bir. MAPLE	10,000'
10/4" No. 2 Com. & Bir. MAPLE	54,000'
12/4" No. 2 Com. & Bir. MAPLE	58,000'
5/4" No. 3 Com. MAPLE	36,000'
4/4" No. 2 Com. & Bir. SOFT MAPLE	100,000'

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Are putting in all every month two and one-half million feet of choicest Northern Michigan hardwoods

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the past twelve years. The importing business in England is pretty effectually stopped by the world war.

Davis Van Hessian, a Hollander, who was in charge of the German branch of the W. M. Ritter Lumber Company, with headquarters at Cologne previous to the war is also a visitor in Columbus. Additions and improvements to Camp Sherman, at Chillicothe, Ohio, will be started at once and an immense amount of lumber will be required. It is planned to increase the capacity of the cantonment from 40,000 to 60,000 and the cost will be in the neighborhood of \$3,500,000. D. W. McGrath, general contractor of Columbus will do the work on the cost plus commission basis.

R. B. White of the R. B. White Lumber Company, Newark, has purchased the yard of B. O. Chessir & Son of Granville which will be operated as a branch of the Newark company.

Frederick Artz, a son of J. Elam Artz of Dayton, formerly president of the Ohio Association of Retail Lumber Dealers is now engaged in interpreting work with the Y. M. C. A. in France.

A. C. Long of the firm of E. M. Long & Sons, Cadiz, O., has entered the service and is now stationed at Camp Custer, Mich.

R. W. Horton of the W. M. Ritter Lumber Company, reports a fairly good demand for hardwoods with buying on the part of factories the best feature. He says concerns making implements, furniture and boxes are the best customers at this time. Shipments are coming out more promptly.

J. A. Ford of the Imperial Lumber Company, is having a good demand for hardwoods and shipping facilities have been improved slightly.

Registration under the man power bill, September 12, caused a large majority of the lumbermen of the Buckeye Capital to register. Just what effect the calling out of men above thirty-one years of age will have on the forces of the various lumber companies is hard to determine at this time, but quite a number will undoubtedly be called for military service.

< CLEVELAND >

Hardwood interests of Cleveland are lined up with local lumber interests in their general attitude of protest against the arbitrary order from the War Industries Board at Washington which virtually brings the lumber trade, as Cleveland sees it, to a standstill. Local opinion is that this order, limiting the amount which can be expended in the erection of any building, cannot but fail to retard the circulation of money at a time when it is needed most to carry on the business of winning the war. The order finds Cleveland yards, as those throughout the country, carrying their normal stocks. It also finds them with monthly large accounts receivable from contractors and builders.

It goes without saying that the bills on account, especially in a city where wood construction has been so per cent of the total housing work, means a considerable amount confronting lumber interests.

Compled with this order comes the intimation that banks will be requested to curtail the credit line of all concerns doing what may be considered non-essential work. As one large interest here says: "In brief the lumbermen's customers, the contractors and builders, must be put out of business. How they will pay their indebtedness to lumbermen is a conundrum. The latter face the greatest difficulty collecting outstanding accounts, and an almost total inability to move their lumber, which means in turn a third problem, how he is going to meet his own bills payable. The whole situation would not be so bad if the War Industries Board had not come without some previous intimation of its radical character. The order seems to be made without any endeavor on the part of those who framed it to hear arguments from the industry it affects, an industry that is one of the largest in the country right now."

Some relief from an otherwise serious situation is being afforded by the co-operative interchange of stocks program, started by the Cleveland Board of Lumber Dealers, and which is working out so well in the few weeks it has been in operation that other city organizations are thinking of adopting the same plan. Through this interchange of stocks, yards short of supplies of certain material will have the chance of obtaining surplus stocks of that material from yards overstocked, sometimes at a concession in price. In this manner some reduction in the aggregate stock will be accomplished in comparatively short time, it is believed.

Although this is an independent step, it is believed it may have some effect in having the War Industries Board reconsider its attitude regarding the purchase of lumber for government and other building purposes. Cleveland hardwood and lumber interests as a whole cannot believe that the board has intentionally failed to realize that it can call upon the large retail lumber centers for its stocks of building materials, instead of going directly to the mills. They point out there is serious delay in transportation of the material, the tying up of other railroad tonnage which must move quite as rapidly, and the slowness in delivery of the material to the point where it is needed. Effort among Cleveland lumber interests is being considered to point out that nearly all large yards in all cities have ample stocks available for government work and housing, and in view of the general restriction on building, which is logical, the nation's demand for material for housing should come from the centers nearest to the projects.

C. H. Foote, head of the C. H. Foote Lumber Company, this city, is preparing to resign temporarily his duties here, to take up war work in France. Mr. Foote has been named one of a committee of three business

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HARDWOOD LUMBER

BAND MILLS

MEMPHIS, TENN., DYERSBURG, TENN.

VENEER MILLS

MEMPHIS, TENN.

men of Cleveland, to direct transportation work of the Red Cross in France. He will be connected with the Lake Division of that organization and will leave about the middle of October.

◀ INDIANAPOLIS ▶

Contracts amounting to more than \$800,000 have been awarded to Indiana woodworking plants according to an announcement that has just been made by the war contract department of the Indianapolis Chamber of Commerce. The bid of the Consumers' Furniture Company on 10,000 ammunition boxes for Browning machine guns has been accepted. The company has been turning out this equipment for some time in the past and has large stores on hand for future deliveries.

The Washington Bureau of the Chamber of Commerce announces that more requests on bids for ammunition boxes are expected in the near future.

The Batesville Lumber & Veneer Company, Batesville, has changed its principal place of business to Lawrenceburg.

The Southern Lumber Company of Indianapolis has issued preferred stock in the sum of \$18,110, making the total capitalization \$33,400.

The S. J. Peabody Lumber Company, Columbia City, is working its plant to capacity manufacturing propeller blades for airplanes. The company has thousands of feet of American black walnut on hand from which the propeller blades are being manufactured.

The Long-Knight Lumber Company, Indianapolis, has received from the aviation branch of the War Department a contract for 100,000 feet of walnut lumber to be used in the manufacture of airplane propeller blades.

William J. Koach, a well-known Indianapolis lumberman, has assumed the duties of director of the Indianapolis warehouse of the American Red Cross occupying the fourth and fifth floors of the Marrett Department Store building. The chief task of the warehouse director is to see that red cross supplies for the men in France are shipped properly and promptly.

◀ EVANSVILLE ▶

Many lumber manufacturers, owners of planing mills, retail lumber dealers and yard men, as well as owners of wood-working plants, attended a meeting of the Evansville and vicinity of the Cincinnati regional war contracts held in the Chamber of Commerce building, Evansville, on Friday, September 13. The purpose of the meeting was to take steps to organize a holding company in Evansville to take care of all the war contracts that come to this section. The Evansville sub-division em-

braces thirteen counties in southern Indiana and twenty five counties in western and northern Kentucky. It was decided at the meeting to file articles of incorporation for the holding company with the secretary of state at Indianapolis within a few days. It is expected the capital stock of the company will be placed at five million dollars or more. Oscar A. Klammer of the Schelosky Table Company and permanent chairman of the Evansville sub-division; Daniel Wertz of Maley & Wertz, and R. F. VonBehren of the VonBehren Manufacturing Company who went to Washington, D. C. recently to try to secure more war contracts for the Evansville territory made flattering reports. Mr. Wertz stated at the meeting on the 13th that while Evansville had secured considerable war work in the past he was of the opinion that more would be secured for Evansville manufacturing plants in the near future.

The first fall meeting of the Evansville Lumbermen's Club held at a local hotel on September 10 was largely attended. The proposition of organizing a holding company in Evansville to take care of war contracts was endorsed in a strong resolution and telegrams were sent to United States Senators Harry New and James E. Watson, and Congressman George K. Dutton of this city asking for their influence to get war contracts for this city. The proposition of improving the Ohio river was endorsed. A resolution was passed asking the Ohio Valley Improvement Association, which will hold its annual meeting in Louisville, Ky. in October, to pass a resolution asking Congress for an appropriation for the building of a large line on the Ohio river. Mr. Worland says that the lumber manufacturers along the lower Ohio river badly feel the loss of river transportation. Last year most of the steamboats, towboats and barges along the lower Ohio river were wrecked by heavy ice logjams.

Herman R. Schelosky of the Schelosky Table Company and the Klammer Lumber Furniture Company, this city, and Miss Louise Ida Minor, were recently united in marriage at the home of the bride's parents, Mr. and Mrs. P. H. Miner. Immediately after the ceremony, Mr. Schelosky departed for Camp Grant at Rockford, Ill. and within a short time expects to go overseas.

The inheritance tax on the estate of the late Claude Maley was known lumber manufacturer of this city, whose death occurred in September of last year at a summer resort in Massachusetts, has been fixed at \$1728.40 by the probate court at Evansville. The estate was divided evenly among the widow, Mrs. Edna Maley, and her two children, Henry and Marjorie, each having received a little over \$8,000 in cash. The interest in the firm of Maley & Wertz, hard-wood lumber manufacturers, was taken at some time ago by the survivor partner, Daniel Wertz, who has kept the firm's name the same. The concern is one of the best known in the Middle West and does business in all parts of the United States.

Edward M. Caudan, commercial manager Bond Handle Company at Newhope, Ind., and Mrs. Ida R. Spitzer at that city were united in marriage at Seveastle a few days ago.

M. and Mrs. C. C. Foster, Lyona, Ill., have announced the engagement of their daughter, Henrietta, to Charles A. Ferguson, lieutenant in the United States army, the marriage to take place some time this fall. The father of the bride eddy, C. C. Foster, is the manager of the Lyona-Ville Woodstock Company.

Bert Tissard, of the J. C. Greer Lumber Company, says the demand for hardwood lumber has been good all season although the retail business has been dragging for several months. The state mills of the J. C. Greer Lumber Company, located in Tennessee have been operated steadily for the past several months and the demand for states is strong.

MEMPHIS

J. M. Barnell & Son Company announces that it will rebuild its band mill in South Memphis, which was destroyed by fire a few nights ago. Just as soon as the necessary machinery can be secured, the fire, which completely destroyed the mill, entailed a loss estimated at \$25,000, partly covered by insurance. The other buildings, as well as the lumber piled on the yards of the company, escaped damage through the prompt work of the fire department.

Barge line service on the Mississippi between St. Louis and New Orleans will be inaugurated from St. Louis September 28, when a fleet of barges will pass down that stream loaded with all classes of freight for river cities. Memphis has not yet made arrangements for river and rail terminals. Difficulty appears to have been encountered in selecting a site having the approval of all business interests here. Funds are already in hand for building the terminals, and selection of a site can be made, provided as to location of the terminals is now in the hands of the city commissioners.

The Valley Log Lending Company reports that it is working largely on government orders in the loading of logs. Firms having government contracts are being favored in the distribution of logs. Several firms here and elsewhere in this territory have had hundreds of cars delivered to them recently, loaded with logs, while firms not working on government contracts are having to content themselves with such service as the company is able to furnish after having taken care of those having these contracts. W. H. Dickson, president of the Valley Log Lending Company, says that it is naturally the desire of the company to help in every possible way in the winning of the war, and that it is giving preference in distribution of loading to those firms designated by agents of the government. In connection with log loading, Mr. Dickson said this work is making very slow progress compared with last month. In fact, he estimates that the loading for September will not greatly exceed 1250 cars compared with almost 2000 for August. Scarcity of cars for loading is responsible for the big indicated decrease.

Kellogg Lumber Company, composed of C. M., J. P. and R. L., Kellogg, has removed its offices from a five, Ill., to 1400 Bank of Commerce & Trust Company building, Memphis. It has secured a sawmill at Round Pond, Ark., and, in addition to handling its own output, it will engage in wholesale distribution of southern hardwoods. C. M. Kellogg, formerly a partner in the Barkdale Kellogg Lumber Company, Memphis, is in charge of affairs. His two brothers, J. P. and R. L., are "somewhere in France," giving good accounts of themselves in the service of their country.

LOUISVILLE

Hardwood operators have been fairly well satisfied with conditions existing within the past month. Production has been good, logs plentiful, a good supply of labor and cars, and free movement of lumber to the North and East. New embargo announcements are expected to interfere materially with supplying commercial orders, but this was to be expected this fall, although not quite so early. In order to avoid congestion and traffic troubles the mills have been shipping out as much stuff as possible and are in fair shape on old orders.

New orders have been coming in much better during the month, most of the mills being well supplied with business. Prices are good, and business has been so plentiful that there hasn't been so much cut throat competition as would have occurred otherwise, with the result that prices are being well maintained. As cars will be available for shipping all lumber and forest products used in war work, either on permits or without permits, indications are that a fair volume of shipments will be made, although, regardless of embargoes. Commercial business promises to be slim this fall.

R. K. May, director of the Louisville branch of the Southern Hardwood Traffic Association, left Louisville on September 16, for Atlanta to attend a meeting of the Southern Freight Traffic League as well as to be present at the conference with the Regional Freight Traffic Committee on the question of transit rates on logs and rough material and the meeting pertaining to the adoption of the proposed Consolidated Freight Classification, No. 1, which will be one classification to replace the official Southern and Western classifications. Mr. May represents the Southern Hardwood Traffic Association at the hearing to give the shippers a change to be heard.

Through the efforts of the Southern Hardwood Traffic Association, Louisville branch, a nice improvement has been made in the log car sup-

ply in the South, the Louisville & Nashville having received 700 log cars from the Norfolk & Western and Pennsylvania lines, and the Southern a large number from the Seaboard Airline and connections. The local organization took the matter up with the U. S. Railroad Administration, getting prompt answer to its request for cars to serve southern mills, which have been short on log cars for months.

Frederick Bieker, fifty-two years of age, vice-president of the Frey Plating Mill Company, and manager of the building and contracting departments of the company, was killed on Friday, September 13, when a heavy joining machine which was being unloaded from a truck to the platform at the plant, got loose from a force of workmen, and crushed Mr. Bieker so badly that he died while on the way to the hospital. Mr. Bieker had been with the company for more than twenty years, having been vice president for fifteen. He is survived by his widow, a sister, and one brother, Joseph Bieker.

The woodworking interests of Louisville and New Albany are watching with much interest the outcome of a movement to organize a union of woodworking employees at New Albany, Ind., where some 300 employees of plating mills, sawmills, veneer plants, and other woodworking establishments, including panel and furniture factories, are planning to organize, and demand an increase of fifty five per cent as compared with wages prior to the war. It is claimed that living costs have advanced at that rate. A number of mills have granted increases, right along, and are well in line. Some are not, and according to newspaper stories, an effort is being made at some plants to stop the organization, through promised advances effective September 28. It is said the average wages of men in woodworking plants at New Albany is thirty five cents an hour.

A committee in reporting to the War Labor Board of New Albany, Ind., following an investigation of labor conditions for the purpose of securing 112 men for transfer to other points, found a shortage of about 1,500 men in that city, and that twenty of the largest manufacturing plants were handling fifty to seventy per cent of their output in war materials.

At a recent meeting of the board of directors of the Ayer & Lord Tea Company at Chicago, Ill., Charles C. Grassman was elected general manager with headquarters at Chicago. Mr. Grassman was formerly an attorney of Baldwin, Ky., later going to Chicago from the company's Indiana operations to become chief counsel and assistant to President Lord.

A full attendance was on hand at the second September meeting of the Louisville Hardwood Club held at the Seebach hotel, on Tuesday evening, September 17. At this meeting discussion was principally in connection with reports of the general embargo against southern shipment of lumber into the East and North. At that time, however, the members were in possession of very few facts concerning the embargo announcement.

TEXAS

Box H. Browne, of Beaumont, has purchased from J. W. Priehard of Houston the hardwood plant of the Dyersdale Lumber Company at Dyersdale, Tex. The plant has circular equipment with a capacity of 15,000 feet a day and will cut gum, oak and magnolia exclusively. The plant will be operated under the name of the Dyersdale Lumber Company with C. S. Sanford, formerly with the Sabine Tract Company at Deweyville, Tex., in charge.

Texas lumbermen are considerably exercised over the proposed readjustment of lumber rates within the state. The rates proposed at the present time would abolish many of the old intrastate rates, especially on lumber for manufacturing purposes and may affect logs, something that would hit the majority of the east Texas hardwood mills hard. Both consumers and lumbermen are deeply interested in the proposition and will meet with the railroad men in Dallas October 15 to thrash out their differences. Lumbermen made no objection to the general advance of freight rates 25 per cent on lumber into the East and North. The proposed readjustments amounted to as much as 300 per cent increase.

Information has been received by Chas. A. Hoad, traffic manager of the Beaumont chamber of commerce, from Traffic Director Chambers at Washington, stating that the shipment of lumber for export from points on the Gulf & Northern Railroad had been adjusted on the basis of the former rate, plus 25 per cent, making the rate now 9 cents against 19 cents, the rate in effect since June 25 when all export rates were annulled. The rate prior to that time had been 7 cents. A general readjustment of export lumber rates to Beaumont, to include all Texas and Louisiana points of origin, will also probably be taken up at an early date in the form indicated.

The first Ferris type steamer to leave the gulf coast to take its place in the new merchant marine, steamed from the docks of the Beaumont Shipbuilding & Dry Dock Company September 15. J. W. Link, a former Orange lumberman is president of the company, and was particularly proud of the accomplishment, especially after government inspectors had pronounced it perfect in every detail and ready for a cargo.

The Neches Shipbuilding Company has contracted with the government to construct four 3,500-ton barges to be used in the coal carrying trade along the Atlantic coast. The company is headed by J. J. Schulthieser, formerly with the Louisiana Lumber plant. It began the construction of ways at once, an early start being made possible by purchasing the old yards of Henry Phinick.

RED GUM

100M' 4 4 No. 1 Com.

12M' 8 4 FAS

3M' 8 4 No. 1 Com.

100M' 4 4 No. 1 Com.

15M' 8 4 FAS

8M' 8 4 No. 1 Com.

PROMPT SHIPMENT

MILLER LUMBER CO.
MARIANNA, ARK.

W. P. Hall, who has been in charge of the hardwood department of the Sabine Tract Company, announced that he expects in the very near future to be appointed and, by combining the two, will become sales agent for the company. Mr. Hall began with the company two years ago as traveling salesman and first succeeded A. D. Davis in the hardwood department.

The Sabine Tract Company and other interests are meeting the increased transportation difficulties in the pine department in the hands of H. G. Patten. Mr. Patten is thoroughly familiar with all branches of the railroad business, and served some time with the Interstate Commerce Commission on valuations.

Some of the hardwood men are watching the government closely on outdoor hardware and see some curbing in the demand for furniture grade should regulations become more stringent. The demand for new furniture necessarily slackens if new houses cannot be built. One mill in Beaufort had a good order cancelled by the purchaser stating that he could not secure hardware, lime or cement and consequently had no use for the timber.

With the diversion of 7,000,000 feet of lumber to the assembling plant at Beaufort to be distributed to the ship yards, this county is probably the largest holder of timbers in the United States. The government has 12,000,000 feet in 20 miles below the city for distribution to the ship yards in the north, mainly above Baltimore, while the Long Bell Lumber Company has 10,000,000 feet in their boom for account of the British government, making over 25,000,000 feet.

ARKANSAS

The Little Rock Lumber and Manufacturing Company of Little Rock has had its mill on the Big Mammoth closed down for the past month in order to get rid of a part of the large stock of lumber which had accumulated on its yards and make some needed repairs to its railway tracks and plant. On account of the shortage of labor the managers of the concern found it necessary to close down its milling plant to make the repairs. The plant will resume operations about November 1. The company is now devoting its attention to getting out railroad ties, for which purpose it is employing all available labor. The organization controls acreage that will furnish it about three years stock of timber in that vicinity and its plans are to put the land into cultivation when the timber has been removed. This company closed down its milling plant near Little Rock several weeks ago, and sold its site to the government for use in connection with the big picnic acid plant that is being erected. It still

owns its principal office in the Southern Trust building at Little Rock from where it directs the operations of its interests over the state.

The Vail Lumber Company, a Fort Wayne, Ind. corporation, has announced that it will rebuild its sawmilling plant at Marmouche, Ark. which was destroyed by fire some weeks ago. According to the plans, the new plant will be larger and more up-to-date than the old one.

The Allen Lumber and Box Company, Nashville, Ark., through its president, J. H. Allen who has recently made an extended trip over the East, has closed a deal for the delivery of 400 axes daily to the DuPont Powder Company of Wilmington, Del., the boxes to be used in the shipping of powder on government orders.

The Home Stave Company, Cotton Plant, Ark., has recently been organized with a capital stock of \$12,000. R. H. James has been the moving factor in effecting the organization.

The Calhoun Bay Stave Company is the name of another stave manufacturing concern which has recently been organized at Cotton Plant, Ark. It is capitalized at \$10,000.

The Ashley Lumber Company, Hamburg, Ark., has filed certificates, announcing the fact that its capital stock has been increased from \$10,000 to \$50,000.

WISCONSIN

The Sheboygan (Wis.) Clear Box Lumber & Manufacturing has increased its capital stock from \$10,000 to \$100,000. The company is building an addition to its plant and otherwise enlarging its business.

The Multitone Manufacturing Company, Eau Claire, Wis., has been incorporated with a capital stock of \$50,000 to engage in the manufacture of talking machines, cabinets, etc. A plant already has been opened in leased quarters and twenty-five men are employed. Officers of the new company are: President, E. J. Seifried, vice-president, Dr. R. T. Zimmerman; secretary and treasurer, L. T. Roberts.

The Avon Pattern Company, 195 Fifth sixth avenue, West Allis, Milwaukee county, has broken ground for a plant addition, 50,000 feet in size.

The Deits Land & Logging Company, Eau Claire, Wis., has filed articles of incorporation. The capital stock is \$100,000 and the incorporators are C. T. Emery, W. L. Davis and M. W. Ripley.

O. A. Diehm, Wausau, Wis., has started work on the erection of twenty residences costing about \$1,000 each. The lumber and millwork is being furnished by the Wilson Lumber Company, Wausau, and Milwaukee.

The Bogert Chair Works, Milwaukee, has filed an amendment to its articles of incorporation, providing for an increase in the capital stock from \$25,000 to \$50,000.

**We Get the Permits
and pay the mills the top
of the market. Send us
your stock and price lists**



Milwaukee contractors are figuring on a large frame construction job involving a requirement of forty carloads of lumber, at the Government Naval Air Station, Morehead, N. C.

The MacGillis & Gibbs Company, 1362 Wells building, Milwaukee, wholesale lumber, will build a new office building at its yards in Escanaba, Mich.

The Kiel Woodware Company, Kiel, Wis., has made a contract with the municipality to furnish electric current from the power plant at its mill and factory to take care of surplus demands upon the municipal utility plant. The village will spend \$2,000 in constructing a connecting line.

The Burger Boat Company, Manitowish, Wis., builder of wooden vessels, has turned over its entire plant to the Manitowish Shipbuilding Company, now a government yard, in order to adequately handle an additional contract for twenty four ships. The Burger Company is establishing a new yard opposite its former plant. It has contracts valued at \$1,000,000 for new boats and repairs.

The Lochman-Mayhew High Speed Propeller Company, Milwaukee, has been organized by Emil R. Lochman and William H. Mayhew to engage in the manufacture of propellers and other aircraft supplies and materials. The capital stock of the new corporation is \$100,000. Mr. Lochman is owner of the Lochman Machine Company, 785 Cass street, and Mr. Mayhew is first vice-president of the Mayhew Company, furniture and cabinet manufacturer, Milwaukee.

The Fraser Lumber & Manufacturing Company, Appleton, Wis., has taken a contract to re-plank the Kimberly bridge with 234 tamarack, spiked together edgewise. Two cars of material are required for the job.

Mattofs Brothers Company, Two Rivers, Wis., is constructing twenty-five workmen's dwellings for local interests associated with large manufacturing plants.

The Wisconsin Ship Building & Navigation Corporation, which was organized several months ago by Milwaukee interests with an authorized capital stock of \$600,000, has decided to locate its new yards and plant at Kewaunee, Wis., and will make an investment of \$200,000 in buildings, berths, dry-dock, etc. The city of Kewaunee has given the company a forty-acre site on the upper turning basin of the Kewaunee river, providing a water frontage of 2600 feet. This will permit of building six berths for side launching at a 600-foot dry-dock in which two additional boats may be constructed simultaneously. George T. Johnson, president of the Johnson Lumber Company, Milwaukee, is one of the principal stockholders in the new company.

George Arpin, son of E. P. Arpin, one of the leading lumbermen of Grand Rapids, Wis., was married recently to Miss Nady Rost, at the home of the bride's parents in Milwaukee. Mr. and Mrs. Arpin will reside at Albert Lee, Minn.

The Bissell Lumber Company, Marshfield, Wis., which acquired the entire property of the Stolle Lumber & Veneer Company at Tripoli, Wis., several months ago, has completed a large new store building and converted the former store into a boarding house or hotel for employees. The saw and veneer mills also will be enlarged.

Lieut. Carlton Smith, vice-president of the Menasha Woodmen Company, Menasha, Wis., and son of the late C. R. Smith, founder of the concern, has returned from the trenches in France to become an instructor at one of the military camps in this country. Lieut. Smith went abroad almost immediately after being commissioned in the second officers' training camp at Fort Sheridan, Ill., and saw nearly a year of actual warfare.

The Anchor Ship Building Corporation of Washburn, Wis., has been organized with a capital stock of \$200,000 to establish a shipyard in Washburn, on Chequamegon bay, Lake Superior, opposite the city of Ashland. The moving spirit in the enterprise is Wildnar Nikolson, Duluth, Minn., who is an expert shipbuilder and son of the owner of the Nikolson Ship Building Company of Christiansa, Norway. The new company has acquired the site of the former J. S. Stevens Lumber Company mill in Washburn, together with other land, making a total of 165 acres, and will provide a four-berth plant. P. K. Everson, A. Berge and William Messenger are among the prominent Washburn men interested in the project.

The Finn Olsen Freighting Company, Marinette, Wis., is contemplating the enlargement of its present ship-repair yards into a complete ship-building plant, to handle contracts for wooden vessels.

Mrs. Isaac Stephenson, widow of ex-Senator Stephenson, Marinette, Wis., has moved her residence from Marinette to Milwaukee, which will henceforth be her permanent home.

Harry Cross, manager of the employment and welfare department of the Superior Shipbuilding Company, Superior, Wis., has resigned to accept the position of private secretary to G. A. Tomlinson, director of inland waterways transportation, with headquarters in Washington. The post carries a commission in the army.

WE MANUFACTURE handsawed, plain and quarter sawed
WHITE and RED OAK and YELLOW POPLAR
We make a specialty of Oak and Hickory Imple-
ment, Wagon and Vehicle Stock in the rough
Your Inquiries Solicited
ARLINGTON LUMBER CO., Arlington, Kentucky

Swain-Roach Lumber Co.

SEYMOUR, IND.

We Manufacture

White Oak	Elm	Ash
Red Oak	Maple	Walnut
Poplar	Gum	Cherry
Hickory	Sycamore	Chestnut, Etc.

Plain Oak—1 car 2nd, 2 cars 2^{1/2}nd, 1 car 3rd F.A.S., Soft
White—2 cars 2^{1/2}nd, No. 1 com. & better, Soft Elm—1/2 car
3rd, 1/2 car 2^{1/2}nd, and 4 cars 3/4 Log Run, 1 car 3/4 No. 1
& No. 2 com. Red Gum, 1/2 car to 1/4 No. 1 com. & better,
Quartered Red Gum, 1 car 1/2 Log Run Quartered Black
Gum, 3 cars 4/4 F.A.S. Quartered White Oak.

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STRAIGHT or MIXED CARLOADS
PROMPT SHIPMENT

Plain & Qtd. Red & White OAK AND OTHER HARDWOODS

Even Color Soft Texture

MADE (MR) RIGHT

OAK FLOORING

We have 35,000,000 feet dry stock—all of
our own manufacture, from our own tim-
ber grown in Eastern Kentucky.

PROMPT SHIPMENTS

The MOWBRAY & ROBINSON CO.

(INCORPORATED)

CINCINNATI, OHIO

The Hardwood Market

< CHICAGO >

Chicago is considerably disturbed over the embargo development, as it is uncertain just how far this will affect lumber shipments, handled in the usual way through this territory. Local trade is assuming a more

and more prominent war work. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time.

Building construction has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time.

The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time.

< BUFFALO >

The hardwood trade has shown a marked increase in activity. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time.

More pine and quartered oak lumber is being produced than anything else at present. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time.

< PITTSBURGH >

Government demand for hardwood lumber is very strong. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time.

< COLUMBUS >

The hardwood trade in Ohio territory continues to show considerable strength in every particular. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time.

Factories making boxes, furniture and implements are the best customers among manufacturing establishments. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time.

Shipments are coming out in better condition than in any previous month. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time.

< BALTIMORE >

After an interval of comparative inactivity, the demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time. The demand for hardwood lumber has been in the past for a long time.

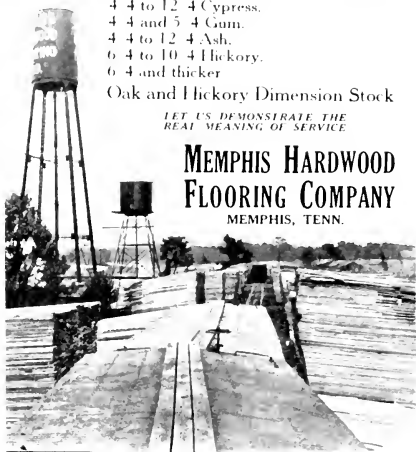
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- 4 4 to 8 4 Plain Red and White Oak.
 - 4 4 to 12 4 Cypress.
 - 4 4 and 5 4 Gum.
 - 4 4 to 12 4 Ash.
 - 6 4 to 10 4 Hickory.
 - 6 4 and thicker
- Oak and Hickory Dimension Stock

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PITTSBURGH PENNSYLVANIA

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Lenox, Ky.

PRODUCERS OF



WHITE OAK and POPLAR

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4/4 to 12/4 All Grades
Well assorted stock

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RED BOOK

Published semi-annually
in February and August

It contains a carefully prepared list of the buyers of lumber in car lots, both among the dealers and manufacturers.

The book indicates their financial standing and manner of meeting obligations. Covers the United States, Alberta, Manitoba and Saskatchewan. The trade recognizes this book as the authority on the line it covers.

A well organized Collection Department is also operated and the same is open to you. Write for terms.

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Manufacturers of Hardwood Lumber, Oak & Poplar especially

Our location makes possible quick delivery of anything in timber and hardwood lumber

OHIO VENEER COMPANY

Manufacturers & Importers FOREIGN VENEERS
2624-34 COLERAIN AVENUE

The Tegge Lumber Co.

High Grade
Northern and Southern
Hardwoods and Mahogany

Specialties

OAK, MAPLE, CYPRESS, POPLAR

Milwaukee, Wisconsin

woods, who, apprehensive for a time that their wants might not be met, had placed orders far ahead of their requirements on the theory that if one shipment failed to arrive another one might. With these orders filled, the consumers have more lumber on hand than they ordinarily carry, and they desire to see some of these stocks worked off before they enter into new commitments. It is estimated by experienced hardwood men here that perhaps eighty per cent of all the hardwoods used enter into war work of some kind either directly or indirectly, and the government is a heavy buyer, with the requirements on private account growing smaller. As yet it cannot be said that real quiet prevails in the trade, but the tendency appears to be in that direction. The range of prices keeps up, and there is no indication at present that recessions in the quotations will take place; for if the inquiry leaves something to be desired, it is to be said that the production also is under a handicap by reason of a scarcity of labor which is a certain and growing prominence with the operation of the new draft. Many of the mills are unable to reach their capacity by a good deal, and the aggregate output is therefore materially curtailed, this curtailment perhaps equaling or exceeding the shrinkage in the consumption. The returns are attractive especially for the mills, which have calls for about all of the lumber they can turn out, and the utter improbability of congestion or excess serves to maintain firmness in the quotations. If anything, values may go to a higher level.

◀ CLEVELAND ▶

Restrictions on the movement of all lumber, as indicated in the latest ruling of the War Industries Board, has put little curb on the distribution of hardwoods in this market, although the demand has been affected as well as the rest of lumber on the list. Reason for this continued fair business in hardwoods is that for the last month or so practically all business has been in direct government work, notably in truck and automobile trailer construction here, in Detroit and Buffalo. Most of the contracts placed here have been taken up by the automobile manufacturers, who have sublet those they could not be sure of getting out on time. Oak, ash and maple are the principal materials being used, and yards supplied with heavy stock will doubtless continue to find a good outlet for these products. Little or no interior work is being done here, and consequently the finer grade of hardwoods is not moving. Fair rough work in interior factory finish oak timbers and squares are being used largely. For the same purpose a lot of low grade factory maple flooring is being taken. This is one material which may be said to be scarce here, and prices in the last two weeks have advanced on an average of 10 per cent. On all other materials, although the movement into consuming channels is limited, prices hold evenly, and in spite of the restrictions on outlet there is no indication for immediate reaction in any item.

◀ INDIANAPOLIS ▶

A shortage of cars was reported by a number of hardwood manufacturers in central Indiana last week, the reports causing considerable worry to the trade inasmuch as manufacturers now are endeavoring to build up a surplus supply of logs for the winter. Inquiries made among railroad officials tended to allay fears that the shortage would be permanent, saying that relief could be expected very soon.

The hardwood trade continues to be conducted almost exclusively on a war basis, government contracts supplying the greater demand. The domestic consumption of hardwood has dropped to a minimum and retailers report that their sales are very small. Stocks in retailers hands are more than adequate for the present demand, and inquiries from these sources are very few.

Furniture manufacturers and veneer plants are buying in satisfactory volume, practically all of these industries being operated to capacity. The fact that many furniture manufacturers are now making supplies for the government has created a better demand for furniture from the companies that continue to manufacture their established lines.

Ash, oak and hickory continue to lead in the demand. Box factories are consuming enormous quantities of low-grade hardwood. Large quantities of American black walnut are being manufactured into airplane propeller blades in this territory.

The labor situation continues to become more acute and female labor in the mills is beginning to supplant male labor. The freer use of female labor is expected to follow the government's plans for enlargement of the national army.

◀ EVANSVILLE ▶

There has been a slight letting up in trade recently but manufacturers think the lull in business is only temporary and that things will progress all right during the balance of the year. Their volume of business for the month has been quite satisfactory as compared to the corresponding month of last year. Up-town mills in Evansville are being operated steadily and the supply of logs is better than for some time. While the city mills have been getting along fairly well on short help, some of the smaller mills in the tri-state territory have been forced to close down. The labor shortage problem is becoming more acute each day. The car shortage situation continues to improve. Demand for the best grades of hardwood lumber continues good and the prices are firm. Retail dealers say that their trade has been "shot" for some time and that they are

Most of the lumber is being used for the construction of the new buildings and the repair of the old ones. The demand for lumber is very large and the prices are high. The market is very active and the prices are firm. The demand for lumber is very large and the prices are high. The market is very active and the prices are firm.

< MEMPHIS >

The market for the various grades of lumber is very active. The demand for lumber is very large and the prices are high. The market is very active and the prices are firm. The demand for lumber is very large and the prices are high. The market is very active and the prices are firm.

< LOUISVILLE >

There has been some improvement in the commercial demand for hardwoods during the month, but the market is still somewhat sluggish. The demand for lumber is very large and the prices are high. The market is very active and the prices are firm.

< MILWAUKEE >

Hardwood lumber manufacturers and dealers report that business continues active, due to increasing requirements of the government for various kinds of material for war needs. The demand for lumber is very large and the prices are high. The market is very active and the prices are firm.

WE HAVE THE FOLLOWING STOCK TO OFFER:

- HARD MAPLE**
 5 Years 5 1/2" No. 1 Common and Better
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 15 Years 8 1/2" No. 1 Common and Better
 18 Years 10 1/2" No. 1 Common and Better
 20 Years 5 1/2" Log Run
 25 Years 6 1/2" Log Run
 30 Years 8 1/2" Log Run
 35 Years 1 1/2" Log Run
- SOFT MAPLE**
 5 Years 8 1/2" Log Run
 1 Year 12 1/2" No. 1 Common and Better
- This stock is all West Virginia Maple, fine widths and lengths, well manufactured.*

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JOHN HALFPENNY, Inc.
 PHILADELPHIA, PENNSYLVANIA

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Buy and selling, planning and all other timber-related services, including the valuable

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The value of Davis Service consists in the fact that your insurance is placed at one time on all your risks, through one office, which acts as your fire insurance clearing house and insures full coverage everywhere all the time.

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Specialists in Lumber Fire Insurance

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For four insertions.....1.00 a line

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Remittances to accompany the order. No extra charges for copies of paper containing the advertisement.

EMPLOYEES WANTED

WANTED—COMPETENT

Live salesman, experienced in mahogany lumber and veneer.

Address "BOX 93," care HARDWOOD RECORD

EXPERIENCED BOX SAWYERS,

Steady work your round. Good pay, climate and working conditions. Address

G. ELLIAS & BRO., INC., Buffalo, N. Y.

WANTED—SUPERINTENDENT

for large Northern sawmill and yard operating continuously. Located in city of good size. Recite experience and give references. Address "BOX 87," care HARDWOOD RECORD.

WANTED—MAN

Not subject to draft with lumber experience in Cypress and gum, qualified to handle retail orders, do necessary bookkeeping, small yard and sawmill combined. Write

HAYES LUMBER CO., Hayes, La.

EXPERIENCED BOOKKEEPER

Wanted for sawmill in Louisiana. State age, experience, salary, whether subject to draft, references, and when you could start to work.

Address "BOX 96," care HARDWOOD RECORD.

BOOKKEEPER WANTED

One acquainted with veneer business. Apply in writing, stating age and references.

J. KAYNER CO.,
Carroll Ave. & Sheldon St., Chicago.

GENERAL MANAGER

\$7,500-\$15,000 able to be the right hand man to the owner of a large hardwood manufacturing plant in the central states. Prefers that he be especially familiar with oak and walnut. Must be a good executive, under 45 years of age, with a clean record and with enough ability and personality to become the head of the business.

In your reply, kindly state your age, your complete experience, salary desired and the least considered. This information will be kept in the strictest confidence.

If you cannot fill this position yourself, kindly send a friend to us, as this is not a job but a real life-time opportunity. Address

BUSINESS MEN'S CLEARING HOUSE,
Republic Bldg., Chicago.

WANTED SAWYER FOR

operating mill in Tennessee, one familiar with 1000 sq. Hardwoods, capable of filling and taking over charge of mill. Good salary to high class man. Address "BOX A," care HARDWOOD RECORD.

WANTED MAN TO TAKE

charge of dimension mills in Tennessee, cutting wagon and wheel stock, as well as small dimension. Good salary to high-class man capable of taking full charge of sawing, grading, etc. Address "BOX C," care HARDWOOD RECORD.

EMPLOYMENT WANTED

SALES MANAGER

wants position. Fifteen years' experience. Married, 33 years old. Address, "BOX 99," care HARDWOOD RECORD.

MACHINERY FOR SALE

FOR SALE VENEER MILL EQUIPMENT

Three (3) Smith, Myers & Schmier veneer saws; 15 sets of segments; all dry kiln equipment; two (2) one-hundred horsepower Sinker Exotic balsters, which are practically new; one (1) one-hundred twenty five-horsepower Sinker Exotic engine, practically new; one (1) two-hundred thirty-cubic-dynamic; one (1) 687 upright engine, and other interior equipment. This machinery will be sold as a whole or in part. DIAMOND VENEER CO.,
Eldenburg, Ind.

FOR SALE—1 VENEER SAW MACHINE

Can make, Will sawitches 14 ft. long, 1 Veneer saw, Smith, Myers & Schmier make, will sawitches 10 ft. long, 1 Atlas engine, 65 H. P., 1 sawmill complete, 14 ft. carriage, 60" saw. All the above machinery is in first class condition. Address "BOX 98," care HARDWOOD RECORD.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

500 cars good black walnut logs, 12" and up in diameter, 6 ft. and up long. Will inspect at shipping point and pay cash.

GEORGE W. HARTZELL, Piqua, Ohio.

WANTED—BLACK WALNUT LOGS

For Government Work.

Will inspect when loaded and pay cash.

THE STEELE-ALDERFER COMPANY,

Cuyahoga Falls, Ohio.

WANTED

Quartered White Oak Fitches.

NATIONAL VENEER & LBR. CO.,

Indianapolis, Ind.

LUMBER WANTED

WANTED—BASSWOOD

No. 2 and better, 4/4, for spot cash.

Address "BOX 91," care HARDWOOD RECORD.

LUMBER WANTED FOR GOVERNMENT WORK

The daily bulletins of the Lumbermen's Bureau, 809 Market Bldg., Washington, D. C., contain rich inquiries for all character of Hardwoods for government departments and government contractors with lists of new contracts, prices, etc. Write for free sample bulletins.

WANTED FOR CASH

2 cars 10 4 FAS & No. 1 Com. green Indiana or Michigan Rock Elm.

JOHN I. SHAFER HARDWOOD CO.,
South Bend, Indiana.

WANTED

20 cars 6.4 log run elm; 10 cars 4/4 clear faced quartered white oak strips, 3, 4, 4 1/2 & 5" wide. Quote delivered prices on each grade f. o. b. Thomasville. T. J. FINCH & BROTHER,
Thomasville, N. C.

WANTED TO BUY

Hard and soft wood Slabs and Edgings, 12", 16", 24", 30" and 48" for fuel wood. Also Charcoal. Write COVEY-DURHAM COAL CO., 431 S. Dearborn St., Chicago.

WANTED FOR CASH

2 cars 2" mixed oak Bridge Plank. Prefer 8 & 16" lengths but can use misc. Prefer 4 & 8" widths, but can use misc. State age, widths and lengths when quoting.

JOHN I. SHAFER HARDWOOD CO.,
South Bend, Indiana.

MANUFACTURERS TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.

R. H. CATLIN CO.,
Equitable Bldg., Wilmington, Del.

WANTED FOR CASH

3 cars 2" 4" 3" 4" 12" Poles.

JOHN I. SHAFER HARDWOOD CO.,
South Bend, Ind.

BUTTERNUT WANTED

10,000 ft. 6, 4, 5, 000 ft. 4 1/4 No. 1 Common & Better. Delivered Boston—cars guaranteed.

JAMES & ARDRETT COMPANY,
No. 155 Milk Street, Boston, Mass.

WANTED FOR CASH

2 cars 1 1/2" No. 1 Com. Qtd. White Oak.

2 cars 1 1/2" FAS White Oak.

1 car 3" FAS & No. 1 Com. Ash.

JOHN I. SHAFER HARDWOOD CO.,
South Bend, Ind.

LUMBER FOR SALE

ALFRED P. BUCKLEY

Lumber Commissioner

932 N. Broad St., Philadelphia, Pa.
Will cut to order 8 to 10 cars Locust in the log in New Jersey. Also Poplar and Sweet Gum in the log in sizes and lengths desired.

ARTILLERY RIM STRIPS

Four cars 3 1/2 x 1 1/2—8' & 8' 6" Oak and Hickory at Ry. ready to load. Make offer to

"BOX 90," care HARDWOOD RECORD.

FOR SALE POPLAR

50,000 feet each 4, 4, 5, 4 and 8/4 high grade No. 2 common. J. M. LOGAN LBR. CO.,
Cincinnati, Ohio.

FOR SALE

5 cars 8/4 No. 3 Com. Hard Maple
3 cars 8 1/2" log run Soft Elm
1 car 8/4 No. 3 Com. Soft Elm
Nice, dry, well manufactured stock.
FOSTER BROTHERS, Tomahawk, Wis.

HARDWOODS FOR SALE

NO. 1 C. & BTR., 4-4-6 1/4" BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR., 4-1 3/4" 4" reg. widths, 14-16" 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

COTTONWOOD

BOX BDS. FAS and NO. 1 & 2 C., all 4 1/4" all widths & lths. BROWN LAND & LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 4 1/2" up, reg. lths. 5 mos. dry. J. V. STIMSON, HARDWOOD CO., Helena, Ark.

NO. 1 C. & BTR., 4 1/4 & 5 1/4" reg. width, & lths. WISCONSIN LUMBER CO., Chicago, Ill.

CYPRESS

SHOP & SEL., 4-4 & 4-6 1/4" BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

LOG RUN, 4-1 1/4" THE KRAETZER-CURED LUMBER CO., Memphis, Tenn.

SEL. & BTR., 4-4 & 4-6 1/4" 8 1/2" & 12 1/2" STIMSON VENEER & LUMBER CO., Memphis, Tenn.

SEL. 4-4 & 4-6 1/4" SHOP 4-4 & 10-4" NICKY BROS., INC., Memphis, Tenn.

SEL. & NO. 1 C. & BTR., reg. width & lths. 6 mos. dry. NO. 2 C. & BTR., 4-4 & 4-6 1/4" 8 1/2" & 12 1/2" 4 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

ELM—SOFT

LOG RUN 6-4 & 10-4" BELLGRADE LUMBER CO., Memphis, Tenn.

LOG RUN 6-4" BLISS-COOK OAK CO., Blsville, Ark.

LOG RUN 8-4" GEO. C. BROWN & CO., Memphis, Tenn.

NO. 1 C. & BTR., 4-4-16-4" BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

LOG RUN 4-4 & 8-4" GAYOSO LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 8-4, 10-4 & 12-4" JACKSON & TINDLE, Memphis, Tenn.

LOG RUN 6-4-12-4" KRAETZER-CURED LUMBER CO., Memphis, Tenn.

LOG RUN 4-4 & 8-4" can cut to suit buyer. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. & BTR., 5-1/4", NO. 1 & 2 C. 6-1/2" NO. 2 C. & BTR., 4-1 & 12-4" MASON-DONALDSON LUMBER CO., Rhineclander, Wis.

LOG RUN 8-4" NICKY BROS., INC., Memphis, Tenn.

LOG RUN 11-4 & 12-4" J. V. STIMSON, Huntingburg, Ind.

LOG RUN 10-4 & 12-4" reg. width & lths. 5 mos. dry. J. V. STIMSON HARDWOOD CO., Helena, Ark.

NO. 2 & 3 C. 4-4" reg. width & lths. 6 mos. dry. NO. 2 C. & BTR., 12-4" both reg. width & lths. WISCONSIN LUMBER CO., Chicago, Ill.

GUM—SAP

NO. 2 COM. & BTR., 4-4-16-4" NO. 1 COM. & BTR., QTD., 4-4-12-4" BELLGRADE LUMBER CO., Memphis, Tenn.

BOX BDS. FAS and NO. 1 & 2 C., all 4 1/4" all widths & lths. BROWN LAND & LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., reg. width, 14-16" air-dried; R. J. DARNELL, INC., Memphis, Tenn.

BOX BDS. plain and narrow. COM. & BTR., QTD., 4-4 & 4-6 1/4" 8 1/2" & 12 1/2" 5 mos. dry. NO. 1 C. & BTR., 4-4 & 4-6 1/4" 8 1/2" & 12 1/2" 5 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

GUM—PLAIN RED

NO. 1 C. & BTR., 4/4-8/4" BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 4/4" BLISS-COOK OAK CO., Blsville, Ark.

ALL grades 4 1/4" all widths & lths. BROWN LAND & LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., reg. width & lths. 14-16" air-dried. H. J. DARNELL, INC., Memphis, Tenn.

COM. & BTR., 4-4" KRAETZER-CURED LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 5-8 & 8-4" NICKY BROS., INC., Memphis, Tenn.

LOG RUN 4 1/4" reg. width & lths. dry. PENROD, JURDEN & MCCOWEN, INC., Memphis, Tenn.

LOG RUN 4 1/4" UTLEY-HOLLOWAY CO., Chicago, Ill.

NO. 1 C. & BTR., 4-4 & 5-4" and NO. 1 C. & BTR., 4-4" 7 1/4" reg. width & lths. WISCONSIN LUMBER CO., Chicago, Ill.

GUM—QUARTERED RED

NO. 1 & 2 C., 4-1" 16" & wider, 16" long, 2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

COM. & BTR., 4-4-12-4" BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 4-4" GEO. C. BROWN & CO., Memphis, Tenn.

ALL grades 4 1/4" all widths & lths. BROWN LAND & LUMBER CO., Memphis, Tenn.

FAS 4 1/4" reg. width, 14-16" air-dried. R. J. DARNELL, INC., Memphis, Tenn.

COM. & BTR., 4-4-12-4" KRAETZER-CURED LUMBER CO., Memphis, Tenn.

COM. & BTR., 4-4" ran. width & lths., 8-12 mos. dry, shed bds., highly figured. LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 1 C. & BTR., 4-4 & 8-4" COM. & BTR., 10-4" sap no def. NICKY BROS., INC., Memphis, Tenn.

NO. 1 C. & BTR., 6-4" reg. width & lths., 5 mos. dry. J. V. STIMSON HARDWOOD CO., Helena, Ark.

GUM—TUPELO

NO. 1 C. BOX BDS. 4/4", 9-17", 13-17" reg. lths. 6 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

HACKBERRY

LOG RUN 4 1/4 & 6 1/4" NICKY BROS., INC., Memphis, Tenn.

HICKORY

NO. 1 C. & BTR., 10-4" & thicker; NO. 2 C. & BTR., 8-4" J. V. STIMSON, Huntingburg, Ind.

MAHOAGNY

FAS, NO. 1 C., SHORTS & WORMY, 1/2-16-4" plain & figured, Mexican & African, HIDDLESTON-MARSH MAHOAGNY CO., Chicago.

LOCUST

LOG RUN 4-4" NICKY BROS., INC., Memphis, Tenn.

MAPLE—HARD

NO. 1 C. 4-4" and NO. 1 C. & BTR., 5-4", both good widths, 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

LOG RUN 4-4" BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 4/4 & 5/4" reg. width & lths. PENROD, JURDEN & MCCOWEN, INC., Memphis, Tenn.

NO. 1 C. & BTR., 4-4-16-4" BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR., 10-4, 12-4, 14-4 & 16-4" NO. 2 C. & BTR., 4/4, 5/4, 6/4 & 8/4" NO. 3 C. & BTR., 1/4, 1/2, 3/4" JACKSON & TINDLE, Memphis, Tenn.

LOG RUN 4-4" QTD., 8-4" good widths & lths. dry. JONES HARDWOOD CO., Boston, Mass.

MAPLE—SOFT

LOG RUN 12-4" reg. width & lths. dry. PENROD, JURDEN & MCCOWEN, INC., Memphis, Tenn.

NO. 2 C. & BTR., 6-4" MASON-DONALDSON LUMBER CO., Rhineclander, Wis.

NO. 2 C. & BTR., 5-1/4" reg. width & lths. WISCONSIN LUMBER CO., Chicago, Ill.

OAK—PLAIN RED

FAS 4 1/4", good widths, 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

NO. 2 COM. & BTR., 4-4 & 6-4" BELLGRADE LUMBER CO., Memphis, Tenn.

FAS 10-4" reg. width & lths. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. & BTR., 4-4-16-4" BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

FAS 4 1/4 & 8-4", 10-10 1/2", 14-16" COM. & BTR., 4-4, 5-4 & 10-4", 15-16" NO. 2 C. & BTR., good widths & lths. JOHN HALPENTNY, Philadelphia, Pa.

FAS 1/4" 1/2" & up, 10" & up, 1 yr. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

FAS 4 1/4" 5 1/4" reg. width, 14-16", 8 mos. dry. NO. 1 C. & BTR., reg. width, 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. & NO. 3 C. 4 1/2" COM. & BTR., 5-4 & 6-4" NICKY BROS., INC., Memphis, Tenn.

NO. 1 C. 4 1/4" J. V. STIMSON, Huntingburg, Ind.

NO. 1 C. & BTR., 10-4" reg. width & lths. 6 mos. dry. J. V. STIMSON HARDWOOD CO., Helena, Ark.

NO. 1 C. & BTR., reg. width & lths. WISCONSIN LUMBER CO., Chicago, Ill.

NO. 1 C. & BTR., 4-4-16-4" reg. width, std. lths. 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED RED

FAS 4/4" BLISS-COOK OAK CO., Blsville, Ark.

COM. & BTR., 4/4-6-4" KRAETZER-CURED LUMBER CO., Memphis, Tenn.

NO. 1 C. 4-4" J. V. STIMSON, Huntingburg, Ind.

OAK—PLAIN WHITE

NO. 2 C. & BTR., 4-4 & 6-4" BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. 4-4" reg. width & lths. 1-2 yrs. dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.

NO. 1 C. & BTR., 4-4-16-4" BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

COM. & BTR., 4-4-16-4" KRAETZER-CURED LUMBER CO., Memphis, Tenn.

FAS 4 1/4" reg. width, 14-16", 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. & BTR., 4-4-16-4" reg. width & lths. dry. PENROD, JURDEN & MCCOWEN, INC., Memphis, Tenn.

NO. 2 & 3 C. 4-4" J. V. STIMSON, Huntingburg, Ind.

NO. 2 C. 8-4" UTLEY-HOLLOWAY CO., Chicago, Ill.

NO. 1 & 2 C. 6-4" reg. width & lths. 5 mos. dry. WISCONSIN LUMBER CO., Chicago, Ill.

LOG RUN 1-2 yr. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK—QUARTERED WHITE

NO. 1 C. 4-4" & up. BLISS-COOK OAK CO., Blsville, Ark.

NO. 2 C. & BTR., 4/4" BELLGRADE LUMBER CO., Memphis, Tenn.

FAS 1/2" 3/4" 5/4" 6" up, 8" & up, 6 mos. dry. FAS 4 1/4" reg. width & lths. 4 mos. & over dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

BOX BDS. 3/8-5/4" reg. lths. 6 mos. dry. BCKG. BDS. 3/8-5/4" reg. width & lths., 8-12 mos. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

GL. STRIPS 4" & 1" wide, 1 yr. lths. NO. 1 C. 4-4" reg. width, 14-16", 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. & BTR., 4-4-12-4" NO. 1 C. 4/4, 5/4 & 6/4" NICKY BROS., INC., Memphis, Tenn.

FAS & NO. 1 C. 4 1/4" CLEAR STRIPS 4-4", 2-1/2", NO. 1 C. STRIPS 4-4", 2-1/2" J. V. STIMSON, Huntingburg, Ind.

OAK—MISCELLANEOUS

FAS PL. R. & W., 5/8" reg. width & lths. 12' & shorter, air-dried; NO. 1 C. & NO. 2 C. PL. R. & W., reg. width, 14-16", air-dried. R. J. DARNELL, INC., Memphis, Tenn.

CULL CROSS. PLK., plain, 12-4", reg. width & lths. WISCONSIN LUMBER CO., Chicago, Ill.

POPLAR

NO. 1 C. 4-4", good widths, 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

(Continued on Page 53)

FAS 4 1/2", good width, 14-16", FAS 4 1/2" x 12", 14-16", SAP & SEL, 4 1/2", fine width & lath, NO. 1 C. & SEL, 4 1/2", 14-16", NO. 2 A. & B. COM, 4 1/2, 4, 6, 1, 1, 1", JOHN HAFER, PENNY Philadelphia, Pa.

NO. 1 C. 4 1/2", 7" & up, reg. lath, 8 mos. dry, J. M. LOGAN LUMBER CO., Knoxville, Tenn. COM. & BTR. 5 8 & 4 1/2", ran. width & lath, 6-8 mos. dry, LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 1 C. 4 1/2", PANEL 1 1/2", 1 3/4" & up, NICKY BROS., INC., Memphis, Tenn.

FAS 4 1/2", 10-12", 14-16", 4 mos. dry, FAS 5 1/2" x 12", 14-16", 4 mos. dry, FAS 5 1/2" x 8" & 10 1/2" x 16 1/2", reg. width, 14-16", 4 mos. dry, NO. 2 A 1 1/2", reg. width, 14-16", 4 mos. dry, NO. 2 S 1 1/2", reg. width, 14-16", 4 mos. dry, NORMAN LUMBER CO., Louisville, Ky.

NO. 1 C. & BTR. 5 8-16 1/4", reg. width, std. lath, 1-2 1/2" dry, YEAGER LUMBER CO., Buffalo, N. Y.

PECAN

LOG RUN 8 1/4 & 10 1/4", 4 1/2" C. BROWN & CO., Memphis, Tenn.

SYCAMORE

NO. 2 C. & BTR. and NO. 3 C., both 4 1/2", reg. width, & lath, WISCONSIN LUMBER CO., Chicago, Ill.

LOG RUN, 12 & 14", 4 1/2", STEINSON VENEER & LUMBER CO., Memphis, Tenn.

WALNUT

NO. 2 C. 4 1/2", reg. width, & lath, BLAKESLEE, FERRIN & DALLING, Buffalo, N. Y.

FAS & NO. 1 C. 4 1/2", reg. width, & lath, 6 mos. dry, COM. & BTR. 5 8", 8" & up, reg. lath, 9 mos. dry, HOFFMAN BROS. CO., Ft. Wayne, Ind.

FAS & NO. 1 C. 5/8-8/4", very dry, HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

COM. & BTR. 4 1/4", ran. width, & lath, 6-8 mos. dry, LOUISVILLE VENEER MILLS, Louisville, Ky.

NO. 1 C. 5 4", NO. 2 C. 6 4", NICKY BROS., INC., Memphis, Tenn.

FLOORING—MAPLE

NO. 1, 3/4x1/4, 5/8x2 1/4; CLR. 3/2, 5/8x2 1/4, T. WILCE CO., Chicago, Ill.

(Continued from Page 52)

FLOORING—OAK

CLR. FACE, QTD., white, 4 1/2x2 1/4, G. H. EVANS LUMBER CO., Chattanooga, Tenn.

SEL. RED 5/8, 2, 3/4, 5/8x2 1/4, T. WILCE CO., Chicago, Ill.

VENEER—FACE

GUM—RED

QTD. FIG'D, any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

FIG., all thicknesses, NICKY BROTHERS, INC., Memphis, Tenn.

MAHOGANY

ANY thickness, THE DEAN-SPICKER CO., Chicago, Ill.

PLAIN & FIGURED, 1/28 to 1/4", Mexican and African, HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, any size, PENROD, JURDEN & McCOWEN, Memphis, Tenn.

OAK—PLAIN

SWD, 1/20-1/4", HOFFMAN BROS. CO., Ft. Wayne, Ind.

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK—QUARTERED

WHITE, any thickness, sawed or sliced, THE DEAN-SPICKER CO., Chicago, Ill.

SWD, 1/20-1/4", HOFFMAN BROS. CO., Ft. Wayne, Ind.

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

SWD, white, all thicknesses, NICKY BROTHERS, INC., Memphis, Tenn.

WALNUT

ANY thickness, sawed or sliced, THE DEAN-SPICKER CO., Chicago, Ill.

1/20-1/4", HOFFMAN BROS. COMPANY, Fort Wayne, Ind.

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

SL. & RTRY. CUT, HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANYTHING in walnut veneers, pl. & fig. rty. and sliced, PICKREL WALNUT CO., St. Louis, Mo.

CROSSBANDING AND

BACKING

GUM

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good 18 and 28, HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOGANY

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

STOCK SIZES, 1/4, 5/16 & 3/8", good 18 and 28, HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

OAK

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

PL. & QTD, 1/4, 5/16 & 3/8", stock sizes, good 18 and 28, HUDDLESTON-MARSH MAHOGANY CO., Chicago, Ill.

ANY thickness, LOUISVILLE VENEER MILLS, Louisville, Ky.

NORTHERN MANUFACTURERS

BAND SAW MILLS
Wildsville, La.—Varnado, La.—Meridian, Miss.

CLARENCE BOYLE
Incorporated

Manufacturers and Wholesalers
Southern Hardwoods
and Yellow Pine

1205 LUMBER EXCHANGE BLDG.
CHICAGO

Utley-Holloway
Company

MANUFACTURERS
OAK ASH
COTTONWOOD
ELM GUM

BAND MILLS: Clayton, Louisiana
General Offices: 111 W. Washington St.
CHICAGO, ILLINOIS

COUNTERFEIT CHECKS
are frequent except where our

Two Piece
Geometrical
Carter Coin



is in use, then
imitation isn't
possible.
Sample if you
ask for it.

S. D. CHILDS
& Co.
CHICAGO

We also make Time
Checks, Stencils and
Log Hammers

VON PLATEN LUMBER CO.
IRON MOUNTAIN MICHIGAN

Manufacturers of
NORTHERN HARDWOODS

75 M ft. of 4/4 No. 1 Com. & Btr. Birch
150 M ft. of 4/4 No. 1 & 2 Com. Birch
100 M ft. of 5/4 No. 1 & 2 Com. Birch
75 M ft. of 5/4 No. 1 Com. & Btr. Birch
100 M ft. of 6/4 No. 1 Com. & Btr. Birch
100 M ft. of 8/4 No. 2 Com. & Btr. Birch

We Offer for May Shipment

48,000' 4/4 No. 1 C. & B. End Dried White Maple
45,000' 4/4 No. 1 C. & B. End Dried White Maple
40,000' 5/4 No. 1 C. & B. End Dried White Maple
50,000' 6/4 No. 1 C. & B. End Dried White Maple
150,000' 1st' up No. 1 C. & B. Hard Maple
200,000' 4/4 to 16/4 No. 2 C. & B. Soft Elm
40,000' 4/4 No. 2 C. & B. Birch
113,000' 6/4 No. 2 C. & B. Beech

Write us for prices today

East Jordan Lumber Co.
Manufacturers "IMPERIAL" Maple Flooring
East Jordan Michigan

STIMSON'S MILLS

Four organizations with the single purpose of meeting the wants of the most scrupulous buyer of all domestic hardwoods—

Indiana & Southern Hardwood Lumber and Rotary Veneer

J. V. STIMSON, Huntingburg, Indiana
STIMSON VENEER & LUMBER CO.
Memphis, Tennessee

J. V. STIMSON HARDWOOD CO.
Memphis, Tennessee, & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of
SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following is a List of a Few of the Items We
Now Have in Stock:

Dry, Ready for Prompt Shipment

COTTONWOOD

- 4 Cars 1" Boxboards, 13" to 17"
- 3 Cars 1" Boxboards, 8" to 12"
- 4 Cars 1" FAS., 6" to 12"
- 5 Cars 1" No. 1 Common
- 5 Cars 1 1/2" No. 1 Common
- 4 Cars 1" No. 2 Common
- 2 Cars 1 1/2" No. 2 Common
- 3 Cars 2" FAS.

OAK

- 5 Cars 1" FAS. Red
- 2 Cars 1" FAS. White
- 2 Cars 1 1/2" No. 1 C. & Btr. Red
- 3 Cars 1 1/2" No. 1 Com. Red
- 2 Cars 1" No. 1 Com. White
- 5 Cars 1" No. 2 C. Red & White
- 2 Cars 2 1/2" No. 1 Com. & Btr.

Plain Red Oak

- 2 Cars 3" No. 1 Com. & Btr.
- Plain White Oak

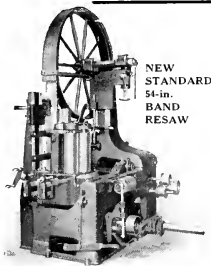
GUM

- 4 Cars 1" FAS. Sap
- 5 Cars 1 1/2" FAS. Sap
- 3 Cars 1 1/2" FAS. Sap
- 6 Cars 1 1/2" No. 1 Common
- 5 Cars 1" No. 2 Common
- 2 Cars 1 1/2" FAS. Red
- 2 Cars 1 1/2" FAS. Red
- 1 Car 1 1/2" No. 1 Common
- 3 Cars 2" FAS. Qtd. Red
- 2 Cars 2" No. 1 Com. Qtd. Red

- 5 Cars 2" Log Run Elm
- 5 Cars 1" Log Run Elm
- 3 Cars 1 1/2" Log Run Elm
- 4 Cars 1 1/2" Log Run Elm
- 3 Cars 2" Log Run Maple
- 2 Cars 12 1/4" Log Run Maple
- 2 Cars 6 1/4" Log Run Maple
- 2 Cars 5 1/4" Log Run Maple
- 3 Cars 1" No. 1 Com. & Btr. Sycamore
- 5 Cars 1" No. 2 & No. 3 Com. Sycamore
- 2 Cars 2" Select & Better Cypress

Our stock is manufactured from a nice class of timber and therefore runs to nice grade and extra good widths and lengths.

We solicit your request for delivered prices



NEW
STANDARD
54-in.
BAND
RESAW

BRITISH COLUMBIA

A Specialty - Not a Side Line

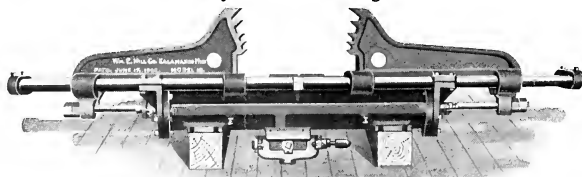
Abbotsford, B. C., April 18, 1917.

Gentlemen:—The Mershon New Standard 54-in. Band Resaw purchased over a year ago has been as satisfactory as any machine of its kind could be. We are running it hard all the time and it has never given us an hour's trouble since it was installed. We are more than pleased with the results, as we do not see how the work could be done any better.

ABBOTSFORD TIMBER & TRADING COMPANY, Ltd.

Wm. B. Mershon & Co., Saginaw, Michigan

Style "E" Steam Dog



Speed up the production of your cross-cut saw by using a Steam Dog. Several types made.

SEND FOR
HILL AND CURTIS
CATALOGUES

HILL-CURTIS COMPANY

SAW MILL AND ALLIED MACHINERY
Kalamazoo Michigan

Successor to Wm. E. Hill Co., and saw mill machinery business of Curtis Saw and Mill Machinery Co.

Hardwood Record

Semi-Monthly
Twenty-Second Year

537 SOUTH DEARBORN STREET
CHICAGO, OCTOBER 10, 1918

Subscription \$2.
Vol. XLV, No. 12.

PERKINS Vegetable Veneer Glue

Has been supplied to the Trade without interruption through the difficult situations caused by war conditions.

"PERGLUCO"

our registered trade mark, adopted by us several years ago, is stamped on every bag of Perkins Glue and

Guarantees Quality and Service

Process and Product Patents covering Perkins Glue were granted July 2nd and March 19th, 1912, and are held valid and infringed by United States Circuit Court of Appeals.

Manufactured and sold exclusively by

PERKINS GLUE COMPANY

FACTORY:
Lansdale, Pennsylvania

SALES OFFICE:
South Bend, Indiana

ESTABLISHED 1798

J. Gibson McIlvain & Co.

LUMBER

Hardwoods A Specialty

PHILADELPHIA, PENNSYLVANIA

Manufacturers

Wholesalers

THIS MARK MEANS

Quality—**GOLDEN RULE**—Service



THE ANDERSON-TULLY COMPANY

MEMPHIS, TENNESSEE

Southern Hardwood Manufacturers

70,000,000 feet a year

Michigan Hardwoods

Cadillac Quality

134 M 4 4 Basswood Selects
 66 M 4 4 Basswood, No. 1 Common
 43 M 4 4 Basswood, No. 2 Common
 79 M 4 4 Basswood, No. 3 Common
 78 M 4 4 Gray Elm, No. 1 Common & Better
 60 M 6 4 Gray Elm, No. 2 Common & Better
 100 M 8 4 Gray Elm, No. 2 Common & Better
 46 M 12 4 Gray Elm, high grade
 32 M 5 4 Maple, Step
 75 M 5 4 Maple, high grade
 92 M 6 4 Maple, high grade
 95 M 8/4 Maple, high grade

Also have ample stock 4 4 Maple and can furnish any grade No. 2 Common or better.

We are now sawing Beech lumber, 5 8, 4 4, 5 4 and 6/4, and Maple 4 4, 5 4, 6/4, 8 4, 10 4, 12 4, 14 4 and 16/4 thicknesses.

Cobbs & Mitchell

INCORPORATED

Sales Department, Cadillac, Michigan

Michigan Hardwoods

Cadillac Quality

We have dry—

4 4 Basswood, Birch, Gray Elm, Birdseye
 Maple, Soft Maple and Beech
 5 4 Beech
 6 4 Beech and Gray Elm
 8 4 Gray Elm

In addition to above we are now sawing—

5 8 Beech
 5 4, 6 4, 8 4, 10 4, 12 4, 14 4 and
 16 4 Hard Maple

Some grades and widths are
 piled separately to better meet
 the requirements of the trade

Mitchell Brothers Co.

Sales Department, Cadillac, Michigan

"FINEST"

Maple and Beech FLOORING

We are members of the Maple Flooring Mfr's
 Association

Flooring stamped M. F. M. A. insures quality

∴ Michigan ∴
 Hardwood Lumber

800,000' No. 2	BIRCH	50,000' No. 2	OAK
75,000' No. 2	Com. & Brr., 4/4"	Com. & Brr., 4/4"	Maple
6,000' No. 1	Com. & Brr., 5/4"	14,000' 1st & 2nd	4/4" to 16/4"
300,000' No. 2	Com. & Brr., 4/4"	WHITTE MAPLE	
15,000' No. 1	Com. & Brr., 10/4"	HEMLOCK	
15,000' No. 1	Com. & Brr., 12 1/4"	125,000' Merchantable	4/4"
300,000' No. 2	Com. & Brr., 4/4"	ASH	
17,000' No. 2	Com. & Brr., 4/4"	15,000' No. 2	Com. & Brr., 4/4"
	CHERRY		

Write for Prices

W. D. Young & Co.
 BAY CITY MICHIGAN

WE WILL QUOTE ATTRACTIVE PRICES
 ON THE FOLLOWING:

39 M ft. 1 1/16 x 2" No. 1 Maple Flooring
 32 M ft. 1 1/16 x 2" Clear Maple Flooring
 90 M ft. 1 1/16 x 4" Prime Maple Flooring
 45 M ft. 13/16 x 4" Prime Maple Flooring
 150 M ft. 5/4 No. 3 Common Basswood
 50 M ft. 8/4 No. 2 Common & Better Beech
 100 M ft. 5/4 No. 3 Common Beech
 200 M ft. 6/4 No. 2 Common & Better Elm
 100 M ft. 8/4 No. 2 Common & Better Elm
 65 M ft. 10 4 No. 1 Common & Better Elm
 75 M ft. 12 4 No. 1 Common & Better Elm
 100 M ft. 6 4 No. 3 Common Elm
 40 M ft. 8/4 No. 3 Common Elm
 100 M ft. 12 4 No. 3 Maple
 25 M ft. 4 4 No. 3 Com. & Better Red and White Oak
 10 M ft. 8 4 No. 1 Common & Better White Oak
 5 M ft. 10 4 No. 1 Common & Better White Oak

The Kneeland-Bigelow
 Company

Manufacturers of Hardwood Lumber
 Bay City Michigan

BUFFALO

The Foremost Hardwood Market of the East

T. SULLIVAN & CO.
Hardwoods
 Ash and Elm
 NIAGARA—CORNER ARTHUR

Atlantic Lumber Company
HARDWOODS
 WEST VIRGINIA SOFT RED AND WHITE OAK
 Our Specialty: West Virginia and Pennsylvania Cherry
 1055 Seneca Street

Taylor & Crate
HARDWOODS OF ALL KINDS
 A stock of 18,000,000 to 20,000,000
 feet of hardwoods carried at all
 times at our two big Buffalo Yards
 Established 50 Years Rail or Cargo Shipments

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Hardwoods
of All Kinds 1142 Seneca St.

G. ELIAS & BRO.
HARDWOODS
 White Pine, Yellow Pine, Spruce, Hemlock, Fir, Lumber,
 Timber, Millwork, Boxes, Maple and Oak Flooring
 955-1015 Elk Street

Hugh McLean Lumber Co.
 OUR SPECIALTY:
QUARTERED WHITE OAK
 940 Elk Street

Blakeslee, Perrin & Darling
 A Complete Stock of Seasoned Hardwoods
 including Ash, Basswood, Birch, Cherry, Chestnut, Cypress, Elm,
 Gum, Hickory, Maple, Pine & Quartered Oak, Poplar & Walnut.
 1100 Seneca Street

BUFFALO HARDWOOD LUMBER CO.
 SPECIAL FOR SALE
 2" to 4".....No. 1 Common and Better Elm
 2", 2½", 3" and 4".....No. 1 Common and Better White Ash
 2½" and 3".....No. 1 Common and Better Plain Oak
Hardwoods & Red Cedar
 Plain and Qtrd. Oak has been our hobby for years

Yeager Lumber Company
 INCORPORATED
EVERYTHING IN HARDWOODS
 932 Elk Street

Standard Hardwood
Lumber Co.
OAK, ASH AND CHESTNUT
 1075 Clinton Street

The above firms carry large and well assorted stocks of all kinds and grades of Hardwoods, and have every facility for filling and shipping orders promptly. They will be pleased to have your inquiries.



A. M. RICHARDSON LUMBER COMPANY

HELENA

ARKANSAS

Integrity Quality Service Efficiency

It is these vital sparks of industry that are keeping the lights burning and the wheels humming at Helena. It was the steadfast adherence to these principles that has made Helena the greatest producing center of Hardwoods and Hardwood Veneers west of the Mississippi river.

The satisfaction of profitable trade binds our customers to us. From all Hardwood consumers who appreciate a product in which these qualities are inherent, we respectfully solicit correspondence.

STARTING four years ago at Helena, the A. M. Richardson Lumber Company, manufacturer and wholesaler of southern hardwoods, has made notable progress. This culminated in the reorganization of the company on April 1, at which time a substantially increased capital stock and a strengthened personnel was added. The officers are:

A. M. Richardson, president and treasurer; W. M. Daily, secretary; S. A. Godman, second vice-president and sales manager, and Mrs. A. M. Richardson, first vice-president. All of the men have extensive lumber experience.

The company has just purchased two sections of fine virgin timber in Arkansas, and has already started logging. The material will be manufactured at Helena, where the company carries a stock of from 2,500,000 to 3,000,000 feet of hardwoods all manufactured by itself.

The company has also opened a branch office at Natchez, Miss., where J. R. Stockhouse is local manager. It is taking the output of three mills and carries there a stock of 4,000,000 feet, mainly cypress, oak, gum, ash, etc. The company's stock always on hand runs from 6,000,000 to 8,000,000 feet.

The company's main effort is to so thoroughly train the members of its organization that uniform and thoroughly reliable service will be made available in the interest of all customers.

A. M. Richardson Lumber Co.
Chicago Mill & Lumber Co.
Theo. Fathauer Co.
Penrod, Jurden & McCowen

J. V. Stimson Hardwood Co.
Kurz-Downey Co.
Galloway-Pease Co.
Rex Hoop Co.

Howe Lumber Co.
Archer Lumber Co.
Van Briggles Veneer Co.

Double Band Mill For Sale Including:

Carriages
Niggers
Loaders
Trimmer
Edgers
Resaws
Sprockets and Chain
Shafting and Pulleys
Engine—28½ x 62
Log Machinery
All the Machinery for a
Clothes Pin Mill
Filing Room Equipment

The **STEARNS**
SALT & LUMBER CO.
LUDINGTON, MICH.

COMMERCIAL KILN DRYING

Modern Kilns

We do a large amount of this work and are in a position to quote prices that will be satisfactory.

Wire or write us, or better still, send along your shipments of lumber for kiln drying and they will be taken care of.

WILLIAM HORNER
REED CITY, MICHIGAN

WM. WHITMER & SONS INCORPORATED

Manufacturers and Wholesale-
sellers of All Kinds of

"If Anybody Can,
We Can"

HARDWOODS

West Virginia Spruce and Hemlock
Long and Short Leaf Pine Virginia Framing

Finance Building PHILADELPHIA

NORTH CAROLINA PINE AND WEST VIRGINIA HARDWOODS

Capacity 300,000 Ft. per Day

Conway, S. C. } MILL S } Porterwood, W. Va.
Jacksonville, N. C. } Wildell, W. Va.
Hertford, N. C. } Mill Creek, W. Va.

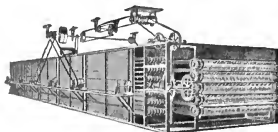
Willson Bros. Lumber Co.
MANUFACTURERS
MAIN OFFICE: PITTSBURGH, PA.

Proctor *for VENEER* DRYERS

No checks or
splints. Enor-
mous output.
Low labor cost.

The Philadelphia
Textile
Machinery Co.

Philadelphia



Salt Lick Lumber Co. SALT LICK KENTUCKY

MANUFACTURERS OF

Curka
WHITE AND RED
Oak Flooring

Complete stock of 3/8" and 13/16" in all
standard widths

A—Manufacturer of Impregnated Stock
B—Manufacturer of Car Material
C—Manufacturer of Factory Dimensions

"USE OAK"

* Has Individual Display Ad on Page 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Wood-Mosaic Company, Inc.
New Albany, Ind
Manufacturers
Veneers and Hardwood Lumber

Hoffman Brothers Company
Manufacturer
Ft. Wayne, Ind

The Mowbray & Robinson Company
Cincinnati, Ohio
Write for List and Prices

North Vernon Lumber Company
Manufacturer
North Vernon, INDIANA

Long-Bell Lumber Company
Band Saw Operator in Southern Hardwoods
Kansas City, Missouri

Techus Lumber Company
Manufacturer, Kansas City, MISSOURI

Galloway-Peake Company
Manufacturer, Popular Hill, MISSOURI

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Greencastle, Ind.

Sawmills of Indiana
Manufacturers
Sawmills of Indiana, INDIANA

J. V. Stimson
Manufacturer and Wholesaler Hardwood Lumber
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Three States Lumber Co.
Manufacturer, Memphis, TENNESSEE

W. A. Lumber Corporation
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Manufacturers Band Saw Hardwood Lumber
Memphis, Tenn. Mill: Jonquil, Ark.

Carr Lumber Company, Inc.
Carr, West Virginia
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W. P. Brown & Sons Lumber Co.
9 Dead Mills manufacturing hardwoods
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Edgar Lumber Company
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Hardwood Manufacturer
Salt Lick, Kentucky

Pritchard-Wheeler Lumber Co.
Manufacturers Band Sawn Hardwood Lumber and Quartered Oak
Memphis, Tennessee

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Farber Hardwood Lumber Co.
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Alton Lumber Company
Manufacturers
For Government Use—BEST QUALITY
WHITE OAK
Buckhannon, West Virginia

For anything in OAK write these representative firms

Sabine River Lumber & Logging Co., Inc.
San Antonio, Texas
5 cars 4 White Oak FAR & No. 1 C
10 cars 3 1/2 Plain Red Oak No. 1 C
WILLIAMSON-BRYAN MILL & LUMBER CO.
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SOUTHERN HARDWOODS
General Offices, Conway Building, Chicago

Bedna Young Lumber Company
Manufacturers Band Saw Hardwood Lumber
Sales Office: Band Mill:
GREENSBURG, IND. JACKSON TENN
Please let us have your inquiries
We Manufacture Hardwood Lumber

C. & W. Kramer Company
Richmond, Indiana

Alexander Brothers
Manufacturers, Helena, MISSISSIPPI

Arbella Lbr. & Mfg. Co.
St. Louis, MISSOURI

The Meadow River Lumber Company
Rainelle, W. Va.
Manufacturer High-Grade Hardwoods

Quartered Oak Our Specialty
Memphis Band Mill Company
Manufacturers, Memphis TENNESSEE

Sabine Lumber Company
Beaumont, TEXAS

Thistlethwaite Lumber Company
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Tallahatchie Lumber Company
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Bliss-Cook Oak Company
Manufacturer
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Chas. F. Luehrmann Hardwood Lbr. Co.
Manufacturers and Wholesale Lumber Dealers
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Manufacturer

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Clay Lumber Company
Manufacturers
Middle Park, W. Va.

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Chicago, ILLINOIS

Mansefield Hardwood Lumber Co.
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Band Mills: Arkadelphia, Ark. Lake Providence, La.

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Manufacturer Band Sawn Southern Hardwoods
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Carrier Lumber & Mfg. Co., Inc.
Sardis, Miss.
Elm Driest Stocks a Specialty
Manufacturer

Barr-Hilladay Lumber Co.
Manufacturers, Greenfield, OHIO

American Lumber & Lumber Co.
Manufacturer, St. Albans, W. VA.

Babcock Lumber Company
Pittsburgh, Pa.
Annual Capacity: 150,000 Feet
Manufacturer

Pardee & Curtin Lumber Company
Sales Offices—Clarkburg, W. Va.
Band Mills—Curtin, Coal Sliding and Humins Falls, W. VA.

Ritter Lumber Company
Manufacturers, Huntington, W. Va.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

TRY KNOXVILLE TENNESSEE

You can logically do so because you must ultimately depend more and more on this region for your hardwoods.

No higher type of timber can grow than that abounding in eastern Tennessee. It is found on a soil and in an environment which put quality in the trees generations ago. It is our task merely to see that this quality is utilized to the utmost in making the boards you buy. The best of equipment and highly trained organizations working in one place for years at a stretch make that task easy.

Then too you can be sure of getting the best possible service—always.

Ask about it from any of the following:

The Vestal Lumber & Mfg. Co., Knoxville, Tenn., & Fonde, Ky.
The J. M. Logan Lumber Company, Knoxville, Tenn.

OAK, POPLAR, MAPLE

Walnut, Chestnut, Hickory, Cedar, Ash, Basswood, Beech

MEMPHIS TENNESSEE

THE WONDER CITY OF HARDWOOD PRODUCTION

Hackberry Lumber

Most of the hackberry lumber comes from the southern states, notably the lower Mississippi valley, where this tree attains its best development and reaches its largest size. But the tree grows all over the United States. It is the most widely distributed tree of this country or perhaps of the whole world. In some regions one tree may be found with not another within a hundred miles; in other regions it is plentiful.

It is a member of the elm family and is first cousin to the elm of which lumber is made. The form of the tree suggests its relationship to the elm; and it seems a little more like cork elm in appearance than like any of the others. The excrescences on the bark of some of the trees resemble those on cork or rock elm.

There are two species of hackberry, but they are so nearly alike that lumbermen make no distinction in the lumber, and few persons know the trees apart. One is known as hackberry and the other as sugarberry. The latter is more restricted in its range than the former and is most abundant in Texas and eastward across the lower valley of the Mississippi. The two species of hackberry may be easily distinguished when the fruit is ripe, as they differ in color. The true hackberry's fruit is blue, the sugarberry's orange-red. Persons who bear these differences in mind need never mistake one tree for the other during the fruit season. Differences in leaves are so slight that only a botanist can point them out.





QUARTERED WHITE OAK
 50,000' 1/4" FAS
 25,000' 12/4" FAS
 70,000' 1/4" No. 1 Com
 150,000' 1/4" No. 2 Com.

PLAIN WHITE OAK
 16,000' 1/4" FAS
 28,000' 1/4" No. 1 Com.
 150,000' 1/2" No. 1 Com.
 70,000' 5/8" No. 1 Com.
 200,000' 1/4" No. 2 Com.
 100,000' 4/4" No. 2 Com.

PLAIN RED OAK
 150,000' 3/8" FAS
 120,000' 1/2" FAS

RUSSE & BURGESS, Inc., Memphis, Tenn.

QUARTERED WHITE OAK
 25,000' 3/4" FAS, 5' & 7'
 15,000' 4/4" FAS, 5' & 7'
 15,000' 5/4" Clear Strips, 5' & 7'

PLAIN WHITE OAK
 40,000' 5/4" No. 1 Com.
 20,000' 5/4" No. 2 Com.
 140,000' 6/4" No. 2 Com.

PLAIN RED AND WHITE OAK
 20,000' 5/4" FAS
 80,000' 4/4" No. 1 Com.
 20,000' 4/4" No. 2 Com.
 40,000' 4/4" Sound Wormy
 60,000' 4/4" Sound Wormy
 100,000' 6/4" No. 3 Com.

QUARTERED RED GUM
 200,000' 9/4" No. 1 Com. & Btr.

PLAIN RED GUM
 30,000' 4/4" FAS
 75,000' 4/4" No. 1 Com.
 15,000' 5/4" FAS

BROWN & HACKNEY, Inc.

SAP GUM
 150,000' 1" & 2" 5/4"
 200,000' No. 1 Com 5/4"
 150,000' No. 1 Com. & B 8/4"

RED GUM
 100,000' 1" & 2" 5/4"
 100,000' No. 1 Com 5/4"
 50,000' 1" & 2" 8/4"
 50,000' No. 1 Com 8/4"

WILLOW
 100,000' 1" & 2" 4/4"
 50,000' No. 1 Com. 5/4"

ASH
 100,000' No. 1 Com 4/4"
 15,000' 1" & 2" 2 1/2" & up
 50,000' 1" & 2" 3 1/2" & up
 30,000' 1" & 2" 4"

E. SONDHEIMER CO.

Regular Widths and Lengths

RED GUM
 150,000' 4/4" FAS
 75,000' 5/4" FAS
 200,000' 5/4" No. 1 Com
 150,000' 4/4" No. 1 Com
 4,000' 6/4" No. 1 Com.
 50,000' 4/4" Box Boards, 13 to 17"
 50,000' 4/4" Box Boards, 9 to 12"
 50,000' 4/4" Patch, 18" & up

QUARTERED RED GUM
 65,000' 4/4" Com. & Btr.
 60,000' 5/4" Com. & Btr.

SAP GUM
 50,000' 4/4" FAS
 200,000' 5/4" FAS
 15,000' 9/4" No. 1 Com. & Btr.
 2,000' 8/4" FAS

Crenshaw-Gary Lumber Co.

290,000' 5/8" FAS
 25,000' 4/4" FAS
 4,000' 5/4" FAS
 10,000' 8/4" FAS
 15,000' 12/4" Com. & Btr.
 20,000' 5/8" No. 1 Com.
 3,000,000' 4/4" No. 1 Com
 60,000' 4/4" Sound Wormy

PLAIN RED GUM
 25,000' 5/8" FAS
 70,000' 5/8" No. 1 Com.
 300,000' 4/4" No. 1 Com.

QUARTERED RED GUM
 40,000' 4/4" FAS
 100,000' 4/4" No. 1 Com.

45,000' 5/4" No. 1 Com.
 25,000' 6/4" FAS
 30,000' 6/4" No. 1 Com.

SAP GUM
 100,000' 4/4" FAS
 125,000' 5/4" Nos. 1 & 2 Com.
 100,000' 5/4" Nos. 1 & 2 Com.
 20,000' 4/4" FAS
 30,000' 4/4" Box Bds., 9 to 12"

75,000' 6/4" No. 1 Com. & Btr.
 45,000' 6/4" Nos. 2 & 3 Com.

15,000' 4/4" Log Run
 45,000' 4/4" Log Run

LOCUST
 30,000' 4/4" Log Run

SYCAMORE
 45,000' 4/4" Log Run

CUTTINWOOD
 50,000' 4/4" Box Bds., 9 to 12"

Dry

35,000' No. 2 Com 5/4"
PLAIN RED OAK
 50,000' No. 1 Com 5/4"

PLAIN OAK
 40,000' No. 1 C. & B 18/4". green

CUTTINWOOD
 100,000' No. 1 Com 5/4"
 100,000' 1" & 2" 5/4"
 100,000' No. 1 Com. 8/4"
 80,000' Box Bds., 14" to 17"

CYPRESS
 40,000' 1" & 2" 5/4"
 100,000' No. 1 Shoop 5/4"
 50,000' No. 1 Shoop 4/4"
 30,000' Select 5/4"
 50,000' Select 4/4"

200,000' 4/4" No. 1 Com
 200,000' 5/4" No. 1 Com
 100,000' 5/4" No. 2 Com
 100,000' 5/4" No. 2 Com
 50,000' 5/4" No. 2 Com

RED OAK
 40,000' 4/4" FAS
 150,000' 4/4" No. 1 Com.
 50,000' 4/4" No. 2 Com.

WHITE OAK
 15,000' 4/4" FAS
 50,000' 4/4" No. 1 Com.

QUARTERED WHITE OAK
 4,000' 4/4" Com. & Btr.

This Stock Is Dry and Runs in Regular Widths and Lengths

ASH
 150,000' 8/4" Com. & Btr.
 5,000' 10/4" Com. & Btr.
 10,000' 12/4" Com. & Btr.
 40,000' 4/4" No. 1 Com.
 45,000' 4/4" No. 2 Com.
 45,000' 4/4" No. 3 Com.

PLAIN RED GUM
 15,000' 4/4" FAS
 225,000' 4/4" No. 1 Com.
 150,000' 4/4" No. 2 Com.
 100,000' 4/4" No. 3 Com.

SAP GUM
 10,000' 5/4" FAS
 75,000' 5/4" No. 1 Com.
 15,000' 6/4" FAS

15,000' 6/4" No. 1 Com
 25,000' 4/4" Box Boards, 8-12"
 40,000' 4/4" Box Boards, 13-18"

MAPLE
 30,000' 12/4" Log Run

PLAIN WHITE OAK
 25,000' 5/4" Com. & Btr.
 25,000' 8/4" Com. & Btr.
 70,000' 12/4" Com. & Btr.

PLAIN RED OAK
 120,000' 5/4" Com. & Btr.
 27,000' 8/4" Com. & Btr.
 16,000' 10/4" Com. & Btr.

RED AND WHITE OAK
 70,000' 12/4" Cross-gr. Plank

PENROD-JURDEN & McCOWEN, Inc.

SAP GUM
 50,000' 1" Box Bds., 13 to 17"
 200,000' 1" Box Bds., 7 to 12"
 200,000' 1" No. 1 Com.
 100,000' 1/4" FAS
 100,000' 6/4" No. 1 Com.
 100,000' 8/4" FAS
 20,000' 8/4" No. 1 Com.
 20,000' 8/4" No. 2 Com.

RED GUM
 200,000' 4/4" FAS
 200,000' 4/4" No. 1 Com.
 25,000' 5/4" FAS
 100,000' 5/4" No. 1 Com.
 100,000' 6/4" FAS
 150,000' 6/4" No. 1 Com.

QUARTERED RED GUM
 75,000' 4/4" FAS
 20,000' 4/4" No. 1 Com.
 10,000' 5/4" FAS
 25,000' 5/4" No. 1 Com.

25,000' 6/4" FAS
 20,000' 6/4" No. 1 Com.
 14,000' 6/4" No. 1 Com.
 30,000' 10/4" FAS
 6,000' 10/4" No. 1 Com.
 20,000' 12/4" FAS
 8,000' 12/4" No. 1 Com.

SOFT LUMBER
 75,000' 4/4" FAS
 50,000' 5/4" Log Run
 25,000' 6/4" Log Run
 200,000' 5/4" Log Run
 20,000' 6/4" Log Run
 55,000' 12/4" Log Run

SOFT MAPLE
 20,000' 6/4" Log Run
 20,000' 8/4" Log Run

HACKBERRY
 20,000' 6/4" Log Run

PECAN
 35,000' 8/4" Log Run

GEO. C. BROWN & CO.

PLAIN RED OAK
 14,000' 3/4" FAS
 3,000' 3/4" No. 1 Com.
 60,000' 4/4" No. 1 Com.
 65,000' 6/4" FAS
 100,000' 6/4" No. 1 Com.

WHITE OAK
 15,000' 4/4" FAS
 18,000' 4/4" No. 1 Com.
 25,000' 6/4" FAS
 25,000' 8/4" FAS

QUARTERED RED GUM
 50,000' 4/4" FAS
 100,000' 4/4" No. 1 Com
 80,000' 5/4" FAS

200,000' 5/4" No. 1 Com.
 35,000' 6/4" No. 1 Com.
 15,000' 8/4" FAS

PLAIN RED GUM
 15,000' 5/4" FAS
 23,000' 5/4" No. 1 Com.
 15,000' 6/4" No. 1 Com.
 80,000' 6/4" No. 1 Com.
 38,000' 8/4" No. 1 Com.

QUARTERED RED GUM
 (Part Not Selected)

50,000' 6/4" FAS
 14,000' 8/4" No. 1 Com.

SAP GUM
 100,000' 4/4" FAS, 6 to 12"

BELLGRADE LUMBER CO.

SAP GUM
 5 cars 1" FAS
 3 cars 5/4" FAS
 5 cars 6/4" FAS
 7 cars 4/4" Box Boards, 9 to 12
 12 cars 4/4" 12 to 17" Box Boards

RED GUM
 5 cars 12/17" FAS
 2 cars 5/4" FAS
 2 cars 6/4" FAS
 5 cars 4/4" No. 1 Com.
 1 car 5/4" No. 1 Com.
 3 cars 6/4" No. 1 Com.

QUARTERED SAP GUM
 4 cars 8/4" No. 1 Com. & Btr.
 2 cars 10/4" No. 1 Com. & Btr.
 4 cars 12/4" No. 1 Com. & Btr.

PLAIN RED OAK
 5 cars 4/4" FAS
 1 car 5/4" FAS
 1 car 6/4" FAS
 3 cars 8/4" No. 1 Com.
 2 cars 5/4" No. 1 Com.
 6 cars 4/4" No. 2 Com.
 1 car 5/4" FAS

PLAIN WHITE OAK
 10 cars 5/4" No. 1 Com. & Btr.
 2 cars 6/4" No. 1 Com. & Btr.
 2 cars 6/4" No. 1 Com. & Btr.
 1 car 6/4" No. 2 Com.
 1 car 6/4" No. 3 Com.
 10 cars 6/4" No. 4 Com.

ELM
 4 cars 5/4" Log Run
 2 cars 6/4" Log Run
 2 cars 8/4" Log Run
 2 cars 10/4" Log Run
 4 cars 12/4" Log Run

J. H. BONNER & SONS



ASH
 12 car 4 1/2" Com & Btr
 1 car 4 1/2" Com & Btr
 1 car 8 1/2" Com & Btr
 23,000* 16 1/2" Log Run
CYPRESS
 50,000* 4 1/2" Shop & Btr
 10,000* 5 1/2" Shop & Btr
 8,000* 8 1/2" Shop & Btr
 6,000* 12 1/2" Shop & Btr
FLM
 12,000* 5 1/2" Log Run
 11,000* 16 1/2" No. 1 Com & Btr
RED GUM
 15,000* 4 1/2" Com & Btr
 25,000* 5 1/2" Com & Btr
 24,000* 6 1/2" Com & Btr
SAP GUM
 275,000* 4 1/2" Com & Btr
 50,000* 5 1/2" Com & Btr
 50,000* 6 1/2" Com & Btr

GUM
 1 car 4 1/2" Box Bds. 15 to 17"
 10,000* 5 1/2" Com & Btr
 10,000* 8 1/2" Com & Btr
MAPLE
 25,000* 5 1/2" Log Run
PLAIN WHITE OAK
 9,000* 4 1/2" FAS
 9,000* 12 1/2" Com & Btr
 9,000* 5 1/2" FAS
PLAIN RED OAK
 16,000* 4 1/2" FAS
 3,000* 5 1/2" FAS
 5,000* 6 1/2" FAS
 3,000* 8 1/2" No. 1 Com
 3,000* 8 1/2" No. 1 Com
 25,000* 5 1/2" Log Run
 25,000* 8 1/2" Log Run
POPLAR
 15,000* 2 1/2" Com & Btr
 15,000* 5 1/2" Com & Btr

Following Stock is of Regular Widths and Lengths

SAP GUM
 50,000* 4 1/2" Box Boards, 8-12", 7 mos dry
 80,000* 4 1/2" Box Boards, 13-17", 7 mos dry
 50,000* 4 1/2" FAS 7 mos dry
 50,000* 4 1/2" No. 1 Com 7 mos dry
 25,000* 5 1/2" FAS 7 mos dry
 25,000* 5 1/2" No. 1 Com 7 mos dry
PLAIN RED GUM
 50,000* 4 1/2" FAS 7 mos dry
 5,000* 5 1/2" FAS 7 mos dry
 2,500* 8 1/2" FAS 7 mos dry
 150,000* 4 1/2" No. 1 Com 7 mos dry
 160,000* 5 1/2" No. 1 Com 7 mos dry
 4,000* 8 1/2" No. 1 Com 7 mos dry
QUARTERED RED GUM
 15,000* 4 1/2" FAS 7 mos dry
 7,000* 5 1/2" FAS 7 mos dry
 12,000* 8 1/2" FAS 7 mos dry

25,255* 4 1/2" No. 1 Com, 7 mos dry
 14,900* 5 1/2" No. 1 Com, 7 mos dry
 29,000* 8 1/2" No. 1 Com, 7 mos dry
OTTOWOOD
 78,000* 4 1/2" Box Boards, 8-12", 6 mos dry
 80,000* 4 1/2" Box Boards, 13-17", 6 mos dry
 160,000* 4 1/2" FAS, 6 mos dry
 200,000* 4 1/2" No. 1 Com, 6 mos dry
 70,000* 4 1/2" No. 2 Com, 6 mos dry
 15,500* 12 1/2" Sap, 5 mos dry
 15,000* 17 1/2" Sap, 5 mos dry
PLAIN WHITE AND RED OAK
 4,000* 4 1/2" FAS, 6 mos dry
 4,000* 5 1/2" FAS, 6 mos dry
 4,000* 8 1/2" FAS, 6 mos dry
 18,800* 16 1/2" FAS, 6 mos dry
 22,200* 12 1/2" FAS, 6 mos dry

WELSH LUMBER COMPANY

COTTONWOOD
 100,000* FAS, 4 1/2", 12" & up, regular lengths, 4 mos dry
 150,000* No. 1 Com, 4 1/2", 13" & up, regular lengths, 4 mos dry
 100,000* No. 1 Com, 4 1/2", regular widths and lengths, 4 mos dry
 100,000* No. 1 & 2 Com, 4 1/2", 9-16", regular lengths, 4 mos dry
 50,000* No. 2 Com, 5 1/2", regular widths & lengths, 6 mos dry
 50,000* No. 2 Com, 4 1/2", regular widths & lengths, 4 mos dry
FLM
 100,000* Box, 4 1/2", 13" to 17", regular lengths, 4 mos dry
 50,000* FAS, Sap, 4 1/2", regular widths and lengths, 4 mos dry
 50,000* FAS, Sap, 4 1/2", 12" & up, regular lengths, 4 mos dry
 50,000* No. 1 C.C. Red, 4 1/2", regular widths & lengths, 4 mos dry

50,000* FAS, 4 1/2", regular widths & lengths, 4 mos dry
 15,000* FAS, 6 1/2", regular widths & lengths, 5 mos dry
 15,000* FAS, 8 1/2", regular widths & lengths, 5 mos dry
 75,000* 4 1/2", Select & Btr, regular widths & lengths, 5 mos dry
 25,000* 8 1/2" Log Run, regular widths & lengths, 5 mos dry
 75,000* 6 1/2" Log Run, reg. widths & lengths, 4 mos dry
 35,000* 16 1/2" Log Run, reg. widths & lengths, 4 mos dry
 11,000* 12 1/2" Log Run, reg. widths & lengths, 4 mos dry
 6,000* 14 1/2" Log Run, reg. widths & lengths, 4 mos dry

BROWN LAND & LUMBER CO.

All Stock is of Regular Widths and Lengths

COTTONWOOD
 20,000* 4 1/2" FAS, 6 mos dry
 20,000* 8 1/2" FAS, 6 mos dry
 20,000* 12 1/2" No. 1 Com, 6 mos dry
 20,000* 1 1/2" No. 2 Com, 6 mos dry

RED GUM
 25,000* 4 1/2" FAS, 8 mos dry
 75,000* 4 1/2" No. 1 Com, 8 mos dry
 15,000* 6 1/2" FAS, 12 mos dry
 20,000* 6 1/2" No. 1 Com, 12 mos dry

SAP GUM
 40,000* 4 1/2" Box Boards, 13-17", 8 mos dry

12,000* 4 1/2" Box Boards, 8-12", 8 mos dry
 12,000* 4 1/2" FAS, 6 mos dry
 25,000* 16 1/2" FAS, 12 mos dry
 20,000* 6 1/2" FAS, 6 mos dry
 12,000* 6 1/2" No. 2 Com, 12 mos dry

SOFT LUM
 50,000* 4 1/2" No. 2 Com & Btr., 8 mos dry
 50,000* 5 1/2" No. 2 Com & Btr., 6 mos dry
 15,000* 12 1/2" No. 2 Com & Btr., 8 mos dry
 25,000* 12 1/2" No. 2 Com & Btr., 12 mos dry

THANE LUMBER CO.

QUARTERED WHITE OAK
 1 car 4 1/2" Selects
 1 car 5 1/2" No. 1 Com
 1 car 6 1/2" No. 1 Com
PLAIN WHITE OAK
 3 cars 4 1/2" No. 1 Com
 1 car 4 1/2" No. 2 Com
PLAIN RED OAK
 1 car 4 1/2" FAS
 2 cars 5 1/2" FAS
 3 cars 6 1/2" FAS
 5 cars 4 1/2" No. 1 Com
 4 cars 8 1/2" No. 1 Com
 1 car 12 1/2" No. 1 Com
 3 cars 4 1/2" No. 2 Com
 1 car 4 1/2" No. 2 Com
 1 car 4 1/2" No. 2 Com
 1 car 1 1/2" Sound Worn
 4 cars 12 1/2" No. 1 Com & Btr
 3 cars 12 1/2" Round Plank
ELM
 1 car 4 1/2" No. 2 & Btr

2 cars 6 1/2" No. 2 & Btr
 4 cars 8 1/2" No. 2 & Btr
 6 cars 12 1/2" No. 2 & Btr
 1 car 16 1/2" No. 2 & Btr
MAPLE
 1 car 8 1/2" No. 2 & Btr
QUARTERED BLACK GUM
 1 car 4 1/2" FAS
SAP GUM
 4 cars 3 1/2" No. 1 Com
 3 cars 4 1/2" No. 1 Com
 1 car 4 1/2" No. 1 Com
 3 cars 4 1/2" No. 2 Com
 4 cars 4 1/2" No. 2 Com
 4 cars 4 1/2" Box, 15-18", 13 to 17"
CYPRESS
 3 cars 4 1/2" Sel & Btr
 3 cars 8 1/2" Sel & Btr
 3 cars 12 1/2" Sel & Btr
 5 cars 4 1/2" Shop
 3 cars 8 1/2" Shop

Stimson Veneer & Lbr. Co.

All Following Stock is Dry

12,000* 4 1/2" FAS, 6-9", 8-10"
 13,000* 4 1/2" FAS, 6-9", 11-16"
 29,000* 5 1/2" FAS, 6-9", 8-10"
 18,000* 5 1/2" FAS, 6-9", 8-10"
 22,000* 5 1/2" Sel, 6-9", 8-10"
 15,000* 6 1/2" FAS, 6-9", 8-10"
 5,000* 6 1/2" FAS, 6-9", 18-20"
 25,000* 6 1/2" FAS, 10", up, 10-12"
 40,000* 6 1/2" No. 1, 14", 10", up, 8-16"
 6,000* 8 1/2" Sel, 12", up, 8-16"
 4,000* 8 1/2" Sel, 12", up, 8-16"
 125,000* 8 1/2" FAS, 6-9", 10"
 21,000* 8 1/2" FAS, 11", up, 8-16"
 12,000* 8 1/2" FAS, 10", up, 13-16"
 12,000* 8 1/2" Sel, 10", up, 8-16"
 11,000* 8 1/2" FAS, 12", up, 8-16"
 11,500* 10 1/2" FAS, 12", up, 8-16"
 62,000* 12 1/2" FAS, 6", up, 8-16"

22,500* 12 1/2" FAS, 12", up, 8-16"
 24,000* 16 1/2" FAS, 6", up, 8-16"
 4,000* 20 1/2" FAS, 6", up, 8-16"
 (Regular Widths and Lengths)
 11,500* 4 1/2" No. 1 Com
 4,000* 5 1/2" No. 1 Com
 200,000* 8 1/2" No. 1 Com
 20,000* 10 1/2" No. 1 Com
 25,000* 12 1/2" No. 1 Com
 18,000* 8 1/2" No. 2 Com
 4,000* 10 1/2" No. 2 Com
 4,000* 12 1/2" No. 2 Com
 5,000* 16 1/2" No. 2 Com
 5,000* 4 1/2" No. 2 Com
 12,500* 3 1/2" No. 2 Com
 17,500* 3 1/2" No. 2 Com
 17,500* 3 1/2" No. 2 Com

DUDLEY LUMBER CO., Inc.

GEO. C. EHEMANN & CO.

This Stock is of Regular Widths, 14 to 16 Foot Lengths and Thoroughly Air-Dried

QUARTERED WHITE OAK
 36,000* 1 1/2" FAS, 6" up
 8,000* 1 1/2" FAS
 11,500* 2 1/2" FAS, 6" to 9 1/2"
 100,000* 3 1/2" No. 1 Com, 8 mos dry
 59,400* 3 1/2" No. 1 Com, 6 to 7 1/2"
 9,000* 3 1/2" No. 1 Com, 6 to 9 1/2"

PLAIN WHITE OAK
 250,000* 5 1/2" No. 1 Com
 300,000* 5 1/2" No. 1 Com, 2 mos dry
 51,000* 3 1/2" No. 2 Com
PLAIN RED OAK
 11,000* 5 1/2" FAS
 125,000* 5 1/2" FAS
 300,000* 5 1/2" FAS
 300,000* 5 1/2" No. 1 Com
 300,000* 5 1/2" No. 2 Com
 25,000* 3 1/2" No. 2 Com
 89,300* 4 1/2" No. 2 Com

FLM
 1 car 8 1/2" No. 1 Com
 1 car 12 1/2" Log Run
 1 car 16 1/2" Log Run

BLACK GUM
 1 car 4 1/2" Log Run
 1 car 5 1/2" No. 1 Com

PLAIN RED OAK
 1 car 4 1/2" FAS
 1 car 4 1/2" FAS, 13" wide
 1 car 4 1/2" Box Bds., 13 to 17" wide
 1 car 4 1/2" Box Bds., 13 to 17" wide

PLAIN RED OAK
 1 car 4 1/2" FAS
 1 car 5 1/2" FAS

SOUND WORMY OAK
 1 car 4 1/2" Com & Btr.
QUARTERED WHITE OAK
 1 car 4 1/2" No. 1 Com.

R. J. DARNELL, Inc.

This Stock is Dry and Kuns in Regular Widths and Lengths

FLM
 1 car 8 1/2" No. 1 Com
 1 car 12 1/2" Log Run
 1 car 16 1/2" Log Run

BLACK GUM
 1 car 4 1/2" Log Run
 1 car 5 1/2" No. 1 Com

PLAIN RED OAK
 1 car 4 1/2" FAS
 1 car 4 1/2" FAS, 13" wide
 1 car 4 1/2" Box Bds., 13 to 17" wide
 1 car 4 1/2" Box Bds., 13 to 17" wide

PLAIN RED OAK
 1 car 4 1/2" FAS
 1 car 5 1/2" FAS

SOUND WORMY OAK
 1 car 4 1/2" Com & Btr.
QUARTERED WHITE OAK
 1 car 4 1/2" No. 1 Com.

The Mossman Lumber Co.

MEMPHIS



QUARTERED RED GUM
4 1/2" Common and Better
6 1/2" Common and Better
8 1/2" Common and Better
10 1/2" Common and Better
12 1/2" Common and Better

PLAIN RED GUM
4 1/2" to 6 1/2" Common and Better
QUARTERED UNSELECTED GUM
4 1/2" to 12 1/2" Common and Better

PLAIN SAP GUM
4 1/2" Common and Better
6 1/2" Common and Better
8 1/2" Common and Better

QUARTERED WHITE OAK
4 1/2" Common and Better
6 1/2" Common and Better
8 1/2" Common and Better

The Kraetzler-Cured Lumber Co.

QUARTERED WHITE OAK
13,200' 12 1/2" to 5 1/2", Clear Strips,
Bright Sap No Defect

PLAIN WHITE OAK
26,000' 8 1/2" FAS
4,500' 12 1/2" to 5 1/2", Clear Strips
53,700' 4 1/2" to 1 1/2" No. 1 Com.
22,200' 6 1/2" FAS
20,000' 6 1/2" No. 1 Com.
2,800' 8 1/2" FAS
8,000' 8 1/2" No. 1 Com.

PLAIN RED OAK
133,500' 8 1/2" FAS
22,800' 4 1/2" FAS, 10" x wider
25,000' 4 1/2" Select
198,000' 8 1/2" No. 1 Com.

QUARTERED RED OAK
4 1/2" to 6 1/2" Common and Better

PLAIN OAK
4 1/2" to 16 1/2" Common and Better
ELM
6 1/2" to 12 1/2" Log Run

ASH
5 1/2" Common and Better
6 1/2" Common and Better
8 1/2" FAS

CYPRESS
4 1/2" to 8 1/2" Log Run
COTTONWOOD

TUPELO
4 1/2" Log Run

PLITCH RED-WHEELER WHITE OAK

PLAIN RED OAK

12,000' 5 1/2" FAS
22,000' 6 1/2" FAS
12,000' 8 1/2" FAS
12,000' 12 1/2" No. 1 Com. & Btr

CYPRESS
14,000' 8 1/2" No. 2 Com. & Btr.

MAPLE
15,000' 4 1/2" No. 2 Com. & Btr.
19,000' 6 1/2" No. 2 Com. & Btr.
24,000' 16 1/2" No. 2 Com. & Btr.

QUARTERED WHITE OAK
40,000' 4 1/2" FAS, 6 to 9"
75,000' 8 1/2" No. 1 Com.
62,000' 6 1/2" No. 1 Com.

PLAIN RED GUM
17,000' 4 1/2" FAS

PLAIN WHITE OAK
75,000' 4 1/2" to 1 1/2" No. 1 Com. & Btr.
10,000' 6 1/2" Log Run
30,000' 8 1/2" No. 1 Com. & Btr.

PLAIN RED OAK
15,000' 1 1/2" No. 1 Com.
50,000' 5 1/2" No. 1 Com.
9,000' 1 1/2" No. 2 Com.
15,000' 6 1/2" No. 1 Com.

PLAIN WHITE OAK
75,000' 4 1/2" to 1 1/2" No. 1 Com. & Btr.
10,000' 6 1/2" No. 1 Com. & Btr.
30,000' 8 1/2" No. 1 Com. & Btr.

SOFT ELM
12,000' 6 1/2" No. 1 Com. & Btr.
75,000' 12 1/2" Log Run
15,000' 6 1/2" No. 1 Com. & Btr.

PLAIN RED-WHEELER WHITE OAK
80,000' 5 1/2" FAS
15,000' 6 1/2" FAS
90,000' 1 1/2" No. 1 Com.
10,000' 5 1/2" No. 1 Com.
100,000' 6 1/2" No. 1 Com.

QUARTERED RED GUM
121,000' 6 1/2" No. 1 Com.
114,000' 8 1/2" No. 1 Com.

PLAIN SAP GUM
85,000' 6 1/2" FAS
250,000' 6 1/2" FAS
172,000' 8 1/2" FAS

QUARTERED SAP GUM
111,000' 10 1/2" No. 1 Com. & Btr.
116,000' 12 1/2" No. 1 Com. & Btr.

ASH
71,000' 8 1/2" FAS
15,000' 10 1/2" No. 1 Com. & Btr.
62,000' 12 1/2" No. 1 Com. & Btr.
15,000' 16 1/2" No. 1 Com. & Btr.

PLAIN RED OAK
75,000' 5 1/2" No. 1 Com.

GAYOSO LUMBER CO.

BLAINE, MISS. BANDMILLS MEMPHIS, TENN

F. T. DOOLEY LUMBER CO.

As previously announced, our sales office is now located in the Bank of Commerce & Trust building, Memphis, this move having been made in order that we might give to our customers the best possible attention on orders and shipments.

Your business will be carefully handled as usual.

Baker-Matthews Lumber Co.



THE IMPORTANCE OF MEMPHIS as a southern hardwood center is best illustrated by the rapid increase in the number of prominent firms locating here. During the last few months six or eight firms with National reputations have established main offices or sales offices in Memphis, thus proving that Memphis is truly the gateway for northern shipments of southern hardwoods. Your big opportunity for hardwood purchases lies in Memphis.

We insure you experienced attention to your orders for southern hardwood lumber and high grade sawed and sliced southern veneers.

Quartered oak and figured gum are specialties.

Nickey Brothers, Incorporated
MANUFACTURERS

YOU MUST BUY BONDS

If you have given a loved one to the service, how can you justify yourself to him if you hold back? ? ? If you have not had to make that sacrifice, how can you still the scorn of your own conscience if you are not willing even to give dollars? ? ?

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ST. LOUIS, MO.

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Of Character and Color

Manufactured at Kansas City, U. S. A.

Large Stock of All Grades and Thickness

Thirty-five years' experience
IN WALNUT ONLY

Prompt Shipment, and
Guaranteed Inspection

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515 Dwight Building, KANSAS CITY, MO.

BLISS-COOK OAK CO.

BLISSVILLE, ARKANSAS

MANUFACTURERS

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Can furnish anything in Oak, air dried or kiln dried, rough or dressed

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Your inspector, your shop foreman, with the uniformly high grades of our perfectly manufactured stock.

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EVERYTHING IN SOUTHERN HARDWOODS

Tell us to quote you. Then wire us to ship.

Beaumont Lumber Co.
BEAUMONT, TEXAS



Hardwood Record

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Review and Outlook



General Market Conditions

THE EMBARGO has become a really serious matter to the lumber trade because the machinery for issuing permits is still poorly oiled and delays incident to getting through shipments are discouraging. There is still no reason for believing that the intentions of the railroad administration are anything but as expressed in the original announcements regarding the embargo, namely, that it is for the purpose of regulating and not throttling the lumber business. At the same time these serious delays are inevitable and it will undoubtedly take some months before sufficient machinery is created and in running order to handle lumber shipments substantially as they would go through without the embargo in effect.

The result at the southern mills has been so discouraging that many manufacturers are planning or contemplating shutting down, the contention being that under embargo and other restrictions it is impossible to do business except at a loss. They are not willing to exploit their timber and thus use up their resources that can be more profitably worked in future years. The tendency in this direction will, however, be mitigated by the growing preponderance of war work as strict essentiality will result in returns sufficiently satisfactory and movements sufficiently prompt to give encouragement for continued manufacture. It is a certainty, however, that southern hardwood production is going to be seriously curtailed by the embargo coming on top of other difficulties.

Under the embargo no lumber can be shipped that is unsold. Naturally a man is most apt to cut his price when he has lumber on the way for which he has not secured a customer by the time it reaches the point of destination. Thus, with no such movements en route, the price will be made in the usual course of events and price cutting will be substantially lessened.

The northern manufacturers are very closely organized on war work, and because of the essentiality of certain strictly northern species that are now demanded in vast quantities, their freedom from care will largely depend upon the extent to which they are able to so convert their operations as to get out the greatest possible quantity of this material. The government has pretty clearly indicated that it will stand sponsor for the marketing of the large volume of by-product which must result from the production of any great amount of specialized war stocks. The most important development in the North is the call for vast quantities of birch and basswood veneer logs for airplane purposes. It is not considered that this will seriously interfere with the supply of logs for other purposes, as it is recognized by the government as well as urged by the lumbermen, that in order to avoid impossible prices due to the exclusive production of veneer logs, they

must be permitted to bring in other logs cut in getting out the airplane veneer material.

Government support will undoubtedly follow through in the manufacturing and in the shipment of these by-products and thus in the common runs of the production of northern mills it is pretty sure that a reasonable percentage of normal output and shipment is assured because of the requirements running into such vast quantities of specialized materials that must be gotten out at the same time.

Everything indicates that the more speedily lumber operators take on as large a share as possible of war production, the less trouble they may expect in securing labor and shipping facilities as labor, transportation and fuel are now strictly on an essentiality basis and subject to a careful government regulation.

Non-essential consumers of hardwood lumber are of necessity as well as choice, limiting their purchases to close needs as the securing of permits is strictly up to them. The decided slackening in factory demand of recent date is undoubtedly attributable as much to the difficulty of securing permits and the indisposition of buyers to apply for permits except where lumber is absolutely needed, as to an uncertainty among the factory men as to the probable course of events in their own lines. When the factory trade has become more used to getting through shipments on the permit basis, and when the government has provided a more adequate means for speedily issuing permits, undoubtedly the factory trade will take on considerably more lumber.

As the matter now stands, though, prices are still holding up well and should continue to do so as the outlook indicates less plentiful stocks in the future, and increasing steadiness of hardwood market as the trade swings gradually to war production.

New Period Furniture

WE MAY BE ABOUT TO WITNESS the beginning of the new period furniture. The government is regulating styles as a war measure, and history will only be repeating itself if, in years to come, furniture will be classed as "the period of 1918," or "war period," or some other name or description corresponding to this time and occasion.

Furniture styles in the past have taken the names of the periods in history which witness their introduction, such as "Renaissance," "Empire," "Queen Anne," "Louis XIV," "Jacobean," and so on. A dozen or more styles of furniture have taken the names of the periods which brought them into use, and the custom has become so firmly established that it may be expected to continue. In view of this, we are now probably witnessing the introduction

of something new that will hold a place in the distant future.

The War Industries Board on September 16, 1918, announced certain changes in furniture styles that must be followed by manufacturers. The changes will be enforced as a war measure, and when the war ends, the styles may be dropped and probably most of them will be; but if history continues to repeat itself, some of the styles will return to favor in future years, and it will be at that time that the name will be given, based on the period.

The occasion is much more important than any which gave names to period furniture in the past. Chippendale furniture was named for the man who first made it. Louis XIV style was derived from the French king whose reign saw the first furniture of that style come into fashion. That named from Queen Anne passed through similar history. Some of the most famous period styles did not actually originate in the periods which gave them names, but were in the height of fashion during the stated periods. The styles were in some instances copied from furniture dug out of the ruins of Pompeii and Herculaneum; but in no cases did those ancient cities give names to the styles of furniture.

A complete list of styles and changes in furniture, so ordered by the War Industries Board at Washington, may be found in the issue of *HARDWOOD RECORD*, September 25, 1918, pages 29a, 29b, and 21. Persons interested in furniture styles, and who care to exercise their prophetic powers in an endeavor to foresee which of these styles will most likely come into prominence in some future time, will find plenty of material for consideration.

Cordwood a Valuable Asset

CORDWOOD heretofore has been considered questionable as a source of revenue for sawmills. In fact, many mills have not bothered very much with marketing this product. Business sense and patriotism, however, dictate that sawmill officials be converted this year to the last stick into fuel wood, so as to help relieve the fuel shortage and conserve coal as far as possible and also as a means of revenue for the mills.

The following table shows the fuel value of wood as compared to bituminous coal of average quality:

One Standard Cord	Tons Coal
Hickory	1.3
Red oak	1
Elm	3/4
Chestnut	3/4
Beech	1
White oak	1
Maple	4/5

If you have not organized your potential production of cordwood, remember you owe it to your country as well as to your business to carefully analyze the possibilities of developing this to the fullest possible extent.

Practice Strengthened by Theory

A NUMBER OF COLLEGES AND UNIVERSITIES announce instruction in the uses of wood as a part of their educational work. Some will teach by correspondence, others will organize classes in the regular way and employ instructors.

The importance of the movement lies in the fact that it marks a departure from old ways. The need of more education in the use of wood is recognized. Time was when doctors, lawyers, preachers, and other specialists learned by experience and observation only. Now, they are trained in a scientific way. The users of wood are beginning to recognize the value of special training, and schools are preparing to furnish it. The special training offered is of different kinds, depending upon the purposes in view and the schools which offer it. Some embrace the whole field of practical forestry with all it comprises, while others cover less ground, some even limiting their activities to a few lectures delivered by mail. But the movement is in one direction only, that is, toward the better use of wood.

Some of the universities teach lumber grading and measuring; others give courses in preservation and seasoning; methods of testing strength, hardness, weight, and stiffness are taught in lectures or by correspondence.

The unusual demand for wood for war purposes, and the general interest in kinds and quality, are largely responsible for the movement for teaching these subjects in colleges. Few schools will claim that their instruction will alone be sufficient to make a competent lumberman of a man who has had no practical experience; but it will help. No man by consulting books alone, or by listening to lectures, can become a proficient lumber grader. He must have experience in order to apply intelligently the information obtained from lectures and books.

The movement to teach these subjects in schools is not confined to any particular part of the country. It is all over, and good must come from it. The old lumberman who learned by experience will not be slow to understand that experience is a tedious way of learning, and that instruction given in a class may be a valuable time saver. At any rate a change in methods of learning the lumber business, and in putting wood to its proper and best use, seems to be on trial, and time will tell how successful it will be.

Resources that Surprised

ONE OF THE SURPRISES OF THE WAR has been supplied by the forests in the countries near the scene of the fighting. An example is furnished by England and Scotland. Before the war began, no one had any idea that so much timber existed in those countries. Forests were here and there, and patches and hedges were scattered about the landscape. Cutting had been in progress for centuries; but the users of timber in the British Isles depended upon other countries, and no one thought of anything else.

War demands came suddenly and have kept coming. The home forests were drawn upon as never before. Enormous quantities of wood were needed, and they came from home growth; and year by year they came; and now, in the fifth year of the war, the supply is still coming. Exhaustion was looked for long ago, but it has not yet arrived, and the agreeable surprise goes on. The people in the British Isles have more respect for and a higher opinion of their woods than they once had.

It has been much the same in other countries directly affected by the war. The cut of timber has surpassed all expectations. France was known to have much timber, but no one was prepared to believe that it could so long stand the strain without exhaustion of its forest resources. The regions of France, Belgium, and Poland occupied by the Hun armies have been cruelly exploited by the invaders, not only to procure timbers for use along the battle fronts; but the Germans have shipped vast quantities of stolen timber to Germany where it has lessened, by that much, the demand on their home forests.

The end of the war will see the reserve of timber in several of those countries lower than it ever was in the past; but, as a sort of moral offset against that condition, the people will hold their forests in greater respect than ever before, because their value has been proved. In the past the forests had a theoretical value, worked out by arithmetic; but now the value has been proved by the severest test possible.

Our forests in America have not been put to that test nor has the strain upon them been severe; but we ought to profit by the object lesson beyond the sea and appreciate our forests accordingly. Heretofore, there has always been prejudice in different quarters against adequate forest legislation governing defense against fire and excessive depletion of wooded areas, and against proper tax laws relating to taxation of forest and cutover lands. Experience in the war ought to increase public sentiment in favor of forestry and of necessary measures for planting, protecting, conserving and using our wooded lands.

The new contract forms now to be applied by the war department in its purchases of all materials, definitely state that the use of children under fourteen years of age is not permitted on any department contracts. This is a practical and a wise decision and undoubtedly will have a distinct bearing on future movements to eliminate child labor.

Important Announcements from Washington

By H. C. Hallam

Regarding Essentiality of Lumber Workers

An additional announcement regarding the lumber industry with relation to priority, labor and the draft, has recently come from the War Industries Board. It is as follows:

The attention of lumbermen and managers of lumber mills and plants is called by Charles Edgar, director of Lumber, War Industries Board, to the statements by E. W. Baruch, chairman of the War Industries Board, on the protection of essential industrial establishments and by E. M. Crowder, Provost Marshal General, on industrial exemption.

The Priority Division has held that the lumber industry is essential, and that necessary men in the industry should be considered within class E of the Preference List of essential industries by the district draft boards and industrial advisers.

Lumber mill managers and employers in the lumber industry are advised by Mr. Edgar to take immediate steps to protect their plants and industry by making application for exemptions from the draft for absolutely essential employees.

Following is Mr. Baruch's statement:

The first duty of the industrial establishment is to bring about the needed increment of man power in the army. The second duty is to protect the industrial establishments, which are essential to supplying the soldiers with the tools of war. The War Industries Board directs the attention of industrial America to the fact that it has a highly important part in making the operation of the draft law successful. The first thing to do is for each employer of labor to thoroughly familiarize himself with the details of the law. The next is to make it a matter of honor to ask for industrial exemption for the lowest possible number and only for the indispensable key men. By observing these two points the duty to the army and the duty to the army's supply source will be discharged.

No Change in Pine Prices

The price fixing committee of the War Industries Board has let it be known that there will be no increase in the base price of North Carolina pine, although a few item prices may be increased.

This followed the precedent in the case of southern pine lumber prices, which will also probably be followed in the case of fir lumber prices, which are scheduled to come up for readjustment before the price fixing committee October 11.

The North Carolina pine prices under the new order remain effective from October 1 until December 31, as they had before from June 28 to October 1. It was ordered that the director of lumber, in conference with the war service committee of the North Carolina pine industry, should have discretion to revise item prices to a minor extent.

The old southern pine prices, which had been effective from June 14, are continued by the price fixing committee from September 23 until December 23. The yellow pine price order contained certain provisions different from preceding orders.

It was also decided by the price fixing committee and the representatives of government departments that inclusive within these dates timber prices on the lumber schedule should apply to all shipments to government departments, including the Emergency Fleet Corporation.

It was decided by the price fixing committee that the interpretation of the terms of sale should be as follows:

The usual trade practices shall continue, including 2 per cent off for cash within 10 days from date of invoice to be applied to United States Government purchases as well as all others (except in special cases where former trade practices have well established net cash terms, and except as to export shipments to foreign countries). In transactions where purchasers do not avail themselves of cash discounts, the terms shall be 60 days net from date of invoice, and in such transactions the accounts may be converted into trade acceptances which do not bear interest before maturity.

As regards the requirement by the Railroad Administration that shippers shall indicate the ends of open freight cars, it was decided that an extra charge for lumber and labor for constructing bulkheads may be made by the shipper and involved to consignee, irrespective of whether or not for government or civilian use.

On the readjustment of item prices, it was decided that the director of lumber, in conference with the war service committee of the manufacturers, should have discretion to make certain minor changes and corrections in the item prices, which however should not affect the average base price.

As to price concessions made by manufacturers to wholesale distribu-

tors, it was decided that suppliers in the present emergency must make a formal statement, if any.

That in cases where manufacturers make reductions from the maximum prices to wholesale dealers, the reductions should be considered in the nature of an allowance to cover the expense and profit of sales by wholesale dealers and should not be interpreted as constituting a general reduction in the market price of lumber to the trade.

Concerning Supply of Certain Woods

Joseph Holt of St. Louis, who is in Washington, suggests that the shortage of black walnut lumber for airplanes and gunstocks might be made up in part at least by utilizing for those purposes thousands of walnut fence rails that are on farms throughout the west and south, also the log steps and interior timbers of farm houses in those sections.

Elm timber growing on the farms of the country is a valuable asset, says the department of agriculture in a recent bulletin. The demand for elm is said to be increasing and the supply decreasing, according to the department. It estimates that the total stand of elm is 7,500,000,000 feet, which, it is stated, would furnish a supply for 30 years at the present rate of cutting, as the annual output of elm lumber is 21,000,000 board feet, making it twelfth among all woods and tenth among hardwoods in quantity of lumber production.

Paragraphs on Important Subjects

Ralph C. Angell, head of the spruce bureau of the West Coast Lumbermen's Association, is in Washington to urge that the government use its influence toward having used the lumber produced incidentally in cutting airplane spruce material. Mr. Angell says that this incidental product is about 75 to 80 per cent of the total spruce cut in the process of manufacturing airplane lumber. He states that Sitka spruce is first made into ditches at the private mills where 23 per cent becomes incidental stuff. The ditches are sent to the government cut-up plant at Vancouver, Washington, where 50 per cent more of the stuff becomes incidental, leaving only 20 to 25 per cent of the timber that actually goes into wing beams.

The war trade board has issued a general import license applying to many commodities, but excluding some. Those excluded include mahogany logs and lumber, trees, bamboo and willow, etc.

The war trade board has also issued a revised export conservation list, which besides the usual list of lumber and wood varieties that cannot be exported except by special permit, includes the following explanatory information:

Under the heading of Wood (ash, birch, chestnut, fir, timber, mahogany oak, quebracho, spruce, and walnut) the following are included:

Logs: Timber, round, bent, sawed, sliced, or squared.
Lumber: Manufactured in all dimension sizes for commercial uses, including woods suitable for gunstocks, airplane propeller blades, covers for airplane and hydroplane bodies, airplane and hydroplane frames, and mine construction, and wood handles for tools necessary for war supplies, aviation, machinery, or aircraft wood cut for parquet flooring.
Partly manufactured articles in an unfinished shape that are to be completed into a finished article at the point of destination when made from the specified woods, such as K D desks and barrels, furniture stock, parquet flooring, cooperage, etc.

Individual licenses are not required for completely manufactured articles made of woods specified above, such as desks, furniture, barrels, casks, etc., when exported to Canada and Newfoundland.

The army medical department has called for proposals for furnishing a quantity of woodenware including 20,000 pairs of extension crutches, 3,000 typewriter tables, and 72,000 bed tray with legs. The bed trays the government wanted delivered within ten days, but the proper purchasing officer has been informed that it will be physically impossible to accomplish that.

The Navy Department is on the market for several hundred lead lined boxes for holding acids and chemicals. The outside of the boxes may be of kiln dried rock maple or birch. Bids will be opened at the bureau of supplies and accounts on October 15.

It is reported here that the Victor Talking Machine Company will make no more such machines during the war, but the Edison and Gramofola phonographs will continue on the market.

The conservation program for the furniture industry will be extended, it is understood, as soon as certain branches of the industry not covered by the program heretofore promulgated can be taken care of. The lines to be covered next are desks, office chairs, novelty furniture, summer furniture, kitchen cabinets, etc.

One of the busy men in the conservation division of the war industries board is J. E. Ware, head of the packing and container section, whose job it is to save car space, prevent waste of shipping and transportation facilities, etc. He is working in connection with sixty-one industries along these lines. Mr. Ware is an old furniture man from Grand Rapids, but of late years has been connected with the Maessel Ware Company, New York jobbers, who control the product of the John D. Raab Chair Company, Grand Rapids Upholstering Company, Wallace Furniture Company, Grav-hiser Cabinet Making Company, and Carrollton Furniture Company.

Secretary of the Treasury McAdoo has asked the senate finance committee to report and pass the revenue bill with as little delay as possible, but it is reported at the committee room that a month may elapse before the committee finishes consideration of the measure. The committee is not yet through with the income tax sections of the bill.

It will soon take up the question of amending the excess profits tax sections so as to allow for the recognition of borrowed capital and to recognize the current value instead of original cost as the proper basis for taxation. Amendments along these lines have been suggested by lumber interests. The committee has before it testimony heard by it from Gen. L. C. Boyle of Kansas City, representing the National Lumber Manufacturers' Association; Massey Holmes, attorney for the Southern Pine Association, and Jesse Andrews, representing the Long Bell Lumber Company, who urged amendment of the bill.

Following the protests and pleas of retail lumbermen and others, a new regulation controlling nonwar construction for the period of the war was adopted by the War Industries Board authorizes new constructions for farm purposes without permit where the aggregate cost involved does not exceed \$1,000. This is in addition to the other exceptions from the general regulation laid down by the priorities division of the War Industries Board that all non-war construction shall be done on special permit.

Interesting Report on Future of Lumber Export Business

Criticism of the methods employed in the export lumber trade of the United States are contained in a report made public by the Bureau of Foreign and Domestic Commerce, Department of Commerce.

"Probably the worst complaints made against American lumber," says the report, "have been in regard to qualities and have been due largely to hurried or otherwise inefficient grading or to the lack of adequate grading rules recognized by both parties to the contract."

Comparatively few mills in this country have specialized in cutting for export trade or have endeavored to market their product abroad themselves. Lack of knowledge of conditions in foreign countries has made direct selling too difficult and expensive for firms that were selling lumber for consumption in foreign countries mainly to get rid of their surplus stock.

When the war is over the subject of export trade will be a much livelier one to the lumber industry than it ever has been before, and the constructive criticisms in the government's report are aimed solely to assist in the necessary preparation for meeting conditions as they will exist when the demand for reconstruction materials makes itself felt. Some of the future competition will come from countries that have specialized in foreign trade for many years.

The report describes in detail the present rather haphazard system of exporting lumber, points out its shortcomings, and makes practical suggestions as to methods of developing the trade. Edward Ewing Pratt, formerly chief of the Bureau of Foreign and Domestic Commerce, is the author of the bulletin, which is entitled "The Export Lumber Trade of the United States," Miscellaneous Series No. 67. Copies are sold at 20 cents each by the Superin-

tendent of Documents, Government Printing Office, Washington, D. C., and by all the district and co-operative offices of the Bureau of Foreign and Domestic Commerce.

High Lights on the Ship Program

Reports of differences between Chairman Hurley of the shipping board and Director General Schwab of the fleet corporation over the wooden ship building program are denied by both gentlemen. One report said Hurley had offered his resignation. Hurley declares these rumors are German propaganda. It has been understood for a long time that Schwab was not much in favor of wooden boats.

J. O. Heyworth, chief of the wooden ship division of the board, has issued a challenge to the world to beat the record of a west coast company recently in building a 4,000-ton wood ship 96 per cent complete in 17½ days.

With 100 ships completed in September, the shipping board is asking Congress for \$14,000,000 more funds for ship building, and has announced that the government concrete shipyards are completed and that 42 concrete ships will be finished within a year. The shipping board has issued the following:

A German-owned shipyard in the United States has laid its first keel for the new American merchant marine. This event took place at St. Andrews Bay, Millville, Fla. The company, known as the American Lumber Company, has been taken over by Alien Property Custodian A. Mitchell Palmer, and is now under American management.

McAdoo Makes Statement on Embargo

The following statement explanatory of the lumber embargo order has been issued by Director General of Railroads McAdoo:

"This order was not issued on account of any particular congestion or accumulation, but in order to bring the movement of lumber into the industrial territory under such control as will prevent undue accumulation or over shipments, also delay to cars and other elements of transportation waste.

The experience of the freight traffic committees which have been operating in New York, Philadelphia, and Baltimore for some months past demonstrates not only the desirability but the practicability of regulating the flow of traffic by the permit system, based on conditions at destination, with particular reference to the need of the consignee and his ability to handle the freight promptly on arrival.

It is not the intent to stop the movement of lumber of other forest products, but merely to control it.

It is provided that permits will be issued by authorized bodies upon presentation by the consignee of evidence which justifies transportation service. This evidence will necessarily differ in different cases, the test being in each instance whether the need at destination and conditions there and en route are such as to warrant the particular movement at the particular time in its relation to other demands for transportation service.

On account of short notice which was given it has been necessary to consider as in transit such cars as were in process of loading at the time the order was received by railroad officers at various points.

Regarding Box Lumber Specifications

The following interpretation has been secured regarding hardwood army canned goods boxes, from the Quartermaster General's office:

Replying to your inquiry as to what interpretation should be put upon paragraphs relating to the thickness of woods in different groups in supply circular No. 22 and inspection manual bulletin No. 32, you are advised that when export boxes are manufactured of woods falling in groups 3 and 4 as specified in supply circular No. 22, they may be not less than ¾" thick for ends and not less than ⅝" thick for sides, tops and bottoms.

Supply Circular 22 was issued by the purchase and supply branch, Purchase, Storage and Traffic Division, General Staff, and governs all War Department specifications for particular boxes. It specifies Groups 3 and 4 the same as above Bulletin 32. For your information these groups are as follows:

GROUP III: White elm, red gum, sycamore, pumpkin ash, black ash, black gum, tupelo, maple, soft or silver.

GROUP IV: Hard maple, beech, oak, hackberry, birch, rock elm, white ash.

Export canned goods boxes made of other woods, i. e., those in Groups I and II, must have not less than ¾" ends and not less than ⅝" sides, tops and bottoms.

Organize Division for Purchase of Vehicles

Brigadier-General R. E. Wood, acting quartermaster general, announces the organization of a motors and vehicles division in the

office of the Director of Purchases, the Motors and Vehicle Division, of which Colonel Fred Oberly, chief of staff, has responsibility and authority over the production of all motor propelled vehicles, and all annual drawn and tank engine vehicles.

The motors branch of the new division will be in charge of Colonel Edwin S. George and the vehicle branch in charge of Colonel R. W. Lea. The personnel, records and equipment of the vehicle and administrative branches of the engines and harness division of the Quartermaster Corps have been transferred to the motor and vehicles division.

Government Standardized Contracts

Standardization has been completed of all contract clauses which will be incorporated in all future contracts made by every purchasing agency of the war department. There are numerous provisions of importance.

One clause provides for the speeding of settlement of disputes between the government and contractors and makes unnecessary the filing of law suits in the Court of Claims, by providing a clause for the immediate adjustment of all such differences. In the event that disputes or claims cannot be settled by mutual agreement, the question is placed before the secretary of war or his authorized representative.

The government also retains the right to terminate any contract in the public interest, provision being made for payment for existing stocks and raw materials, and for the disposal of special facilities providing for the execution of the contract.

On the question of labor one clause provides that in cases specified by law, wages of workers on the contract should be computed on a basic day rate of eight hours and time and a half for overtime. Contractors may appeal to the secretary of war for adjustment of labor difficulties and are obligated to comply with such adjustment and for any wage increase in such readjustment, the contract or will be reimbursed.

Contractors are obliged to comply with the existing state laws and also are obligated not to employ in war department contracts any minors under the age of fourteen years, or to permit any minor between the ages of fourteen and sixteen years to work more than eight hours in one day or more than six days in one week.

Proper provision is made for checking cost on cost-plus contracts although the department will follow its policy of fixed price contracts wherever they can be used to the advantage of the government. Provision is also made for the protection of plants by contractors and also for adequate protection against enemy activity in plants.

Building Activities in the War Lines

The public building committee of the House is at work at Washington on a bill authorizing government housing projects to cost \$194,000,000.

Contracts have been let for construction through the Department of Labor, Bureau of Industrial Housing as follows:

Construction of fourteen apartment buildings at Washington, D. C., contract awarded to Fred F. French Company, 299 Madison avenue, New York City; seventy-six houses to be built in New Brunswick, N. J., contract awarded to John Lowry, 8 West 10th street, New York; contract for seventy houses to be erected at Aberdeen, Md., awarded to Sutton & Corson, Ocean City, N. J.; contract for 181 houses to be built at Alliance, O., awarded to Cullen & Vaughn Company, Columbus, O.

In addition, authorization has been given to proceed with the following construction:

Phosphorus plant at Fairmount, W. Va., to cost \$500,000; retref plant at Sauter, Mich., to cost \$250,000; construction of proving ground, Elizabethport, N. J., to cost \$100,000; an addition to the Rock Island Arsenal to cost \$835,500; additional construction at Camp Upton, N. Y., to cost \$128,650; additions to the Frankford, Pa., arsenal to cost \$1,000,000; construction of Liberty theaters at Camp Wheeler, Ga., Camp Woodworth, S. C., and Camp Hancock, Ga., each to cost \$25,700; construction for coast artillery training at Ft. Monroe, Va., to cost \$3,210,640; construction of 2,500-bed hospital at Camp Knox, Station, Ky., to cost \$2,491,000; construction of 1,000-bed hospital at Whipple Barracks, Ariz., to cost \$1,581,255; conversion of present camp at Camp Mills, N. Y., into cantonments to accommodate 50,000 have been authorized. The work will be expedited and will cost \$10,939,000. Two thousand bed hospital

to be built at Mountain L. 1, to cost 1,000,000 and at Camp Mill, Va., to cost \$2,495,000.

Reason for Building Embargo

Chairman Borch of the War Industries Board has testified before the Senate on the board's authority to entail building embargoes, said in part:

"In carrying out the duties which we were thus charged, the President, the War Industries Board, and its chairman found the following situation to exist with respect to building and construction facilities and supplies:

"1. Iron and steel are a necessary part of every completed building. They are necessary for plumbing, heating, ventilating, piping, hardware and mechanical equipment. The direct and indirect war needs of the country and of our allies for the last six months of the current year already exceed 21,000,000 tons, and the country's total output for the first six months was less than 17,000,000 tons. The immediate result is that iron and steel cannot be used for nonwar or less essential purposes.

"2. The United States Lumber Administration, finding that the production of building materials consumed upward of 20,000,000 tons of fuel per annum, and that there was a shortage in the fuel necessary for our war program, curtailed very materially the fuel allowed for building materials. The curtailed production of building materials for nonwar and less essential projects would now necessarily be at the expense of production which our war program requires.

"3. The Railroad Administration finds that 25 per cent of the total tonnage moved by the railroads is building material. It is absolutely essential that the portion of this tonnage which represents materials not needed for war or essential purposes should be displaced by tonnage which is.

"4. The United States Employment Service finds that there is an acute shortage in the labor needed for the war program. It is absolutely essential that labor which is not may be idle, or which may be engaged on non war or less essential work, should be employed upon work which will contribute toward winning the war.

"5. The construction of building and construction field furnishes an instance calling imperatively for the exercise by the War Industries Board of the duty with which the President charged it, of conserving the resources and facilities of the country for war purposes, of determining necessary priorities in production and in delivery, of obtaining access to materials in any way preempted, and of anticipating prospective war needs.

Forest Service to Identify Woods Known as Mahogany

The United States Forest Service has undertaken to identify more than fifty woods which are known as mahogany. This work has been undertaken by special request. The large number of woods passing as mahogany in this market cause confusion, and the purpose is to have a scientific and authoritative list made out as a guide for buyers, sellers and users. It is expected that this list will be of much assistance in carrying on the airplane work.

The war trade board has announced a new ruling to cover the imports of dyewoods, intended to restrict the imports except under certain conditions.

Late Developments Regarding the Embargo

The lumber embargo is still causing hardship, principally because of the delay in getting permits for lumber movements, even for essential stuff. It continues to be evident that the government has no intention of using the embargo as a club to force lumber wholly into essential lines, as it is evident that the industry is working toward strict essentiality just as rapidly as the opportunities are presented. At the same time the necessity for the permits makes it really hard to get lumber shipments through efficiently and preference is naturally being given to strictly essential products. The evidence upon which the authorities will go on issuing permits or withholding them, will differ in different cases, the tests being in each instance whether the need at destination and conditions there and en route are such as to warrant the particular movement at the particular time in its relation to other demands for transportation service. Thus, to aid in getting permits full information should be given in all cases. As a rule where it is necessary for rough lumber to be stopped off in transport for milling in transit, one permit will cover the entire shipment. As noted in the last issue, where the point of origin and destination are both on the same line, including switching district at both ends, permits may be secured from the local agent. An effort has been made since to secure a ruling that short lines tapping main lines will come under this ruling, but thus far these efforts have not succeeded.

It is the intention of the government to open additional permit offices as quickly as possible in different important shipping points. Offices are now operating in Chicago and Cincinnati and other sources of permits are the freight traffic departments at New York, Philadelphia, Washington, Baltimore and the Car Service Station at Washington, which is the point of appeal for all those not taken care of otherwise.



Pertinent Legal Findings



Queries on questions arising on any points involving the law as it is applied to lumbering and allied industries will be given proper expert attention through this department if submitted to **HARDWOOD RECORD**. There will be no charge for such service, but **HARDWOOD RECORD** reserves the right to publish questions and answers without designating names or location of inquirers unless specifically requested not to do so.

Insuring Lumber Against Fire

A policy insuring lumber in a North Carolina yard contained a condition requiring a "continuous clear space of 200 feet" between the property hereby insured and any woodworking establishment," etc. The insurance company unsuccessfully resisted liability for loss of the lumber on the ground that there was an open-shed sawmill within 200 feet of the lumber. It appeared that the mill had not been operated several days before the fire, and had been shut down with intention to remove it.

In passing upon the case, the North Carolina supreme court decided the case in favor of the insured owner of the lumber, holding that even if a sawmill could be regarded as a "woodworking establishment" within the meaning of the condition in the policy, still the contract must have contemplated a live plant and not a dead mill. The decision is fortified by a reference to the fact that the origin of the fire bore no relationship to the mill.

The court indicates in its opinion, however, that even a live sawmill is not a "woodworking establishment;" holding that that term, in the light of common understanding, is limited to a plant using complicated machinery and the carpenter's or joiner's art in the production of objects made of wood, and does not include the cutting of logs into rough lumber. (Smith vs. National Fire Insurance Company, 95 Southeastern Reporter, 562.)

Performance of Optional Contract

In the case of Magnuson et al. vs. Stiehl, 168 Northwestern Reporter, 613, the North Dakota supreme court held that, under a contract giving defendant the right to buy from plaintiffs all the lumber needed by them for certain purposes, at a specified price, the plaintiffs were not bound to keep on hand any specific kind of lumber, none being specified in the contract. The court holds that the agreement should be interpreted as giving defendant the privilege of purchasing from the plaintiffs such lumber as defendant desired to purchase and plaintiffs had on hand.

Collecting for Special Manufacture

If defendants manufactured lumber for plaintiffs under a special contract, and the latter refused to inspect it, the former were entitled to recover the agreed price notwithstanding provision in the contract to the effect that the plaintiffs should inspect the lumber before delivery by defendants. (Kentucky court of appeals, Maynard et al. vs. Boran et al., 202 Southwestern Reporter, 863.)

Breach of Lumber Sales Contracts

The suit of McIntuff vs. Arkansas Short Leaf Lumber Company, 203 Southwestern Reporter, 1047, lately passed upon by the Arkansas supreme court, involved the rights of the parties to a verbal contract for a sale of white oak timber, part of which defendant refused to deliver on development of a misunderstanding as to the price to be paid.

The court holds that the agreement, though verbal, was rendered valid because it represented a single obligation and because it appeared that it was partly performed by the parties by the shipment of eight cars of lumber to the buyer. This part performance took the entire contract outside the Arkansas statute, which requires sales contracts to be in writing when involving more than a certain amount, excepting where there is partial performance of the agreement.

On another phase of the case, the court holds that if defendant agreed to deliver lumber of certain grade at \$26.50 per M. feet, but later demanded \$27, the plaintiff's payment of the higher price to secure delivery would have precluded subsequent recovery of the 50¢ overcharge. Nor was plaintiff bound to accept delivery at the higher price, in order to minimize its recoverable damage. Rejecting defendant's demand of increased price, plaintiff was entitled to

base recovery of damages on the difference between the contract and the market values, the court decides.

Forfeiture of Timber Rights

A deed to standing oak timber on land reserved by the grantor specified no time within which the timber must be removed by the purchaser. Hence, the law implied a mutual understanding that the removal would be effected within a reasonable time. And the buyer cannot avoid a forfeiture of his rights for failure to cut the timber within that time, on the ground that the power of his sawmill was inadequate to cut oak lumber. (Arkansas supreme court, Young vs. Cowan, 204 Southwestern Reporter, 305.)

An Invalid Mortgage

A mortgage of a lumber mill and stock of logs and lumber, executed in consideration of advances of money made by the mortgagee to the mortgagor, and purporting to permit the mortgagor to work up the logs on hand, dispose of the product, and, after paying his expenses and retaining a weekly salary, to purchase other logs for manufacture, which also were to be subject to the lien of the mortgage, is invalid as being in fraud of the rights of the mortgagor's general creditors.

"Let the Buyer Beware"

The legal principle of law designated by the Latin term "caveat emptor," and judicially defined as meaning, "Let the buyer beware," was applied lately by the Alabama court of appeals in the case of Dishman vs. Griffin, 77 Southern Reporter, 961, to an instance in which lumber was sold subject to inspection and grading by the parties. There having been such inspection and grading, the court holds that the buyers were in no position to afterwards claim damages on the ground that there was an implied warranty of the quality, fitness or condition of the lumber, and a nonfulfillment of this warranty.

Libelous Trade Circulars

Upholding judgment in an action for libel passed upon the sending out of circulars headed "Catechism and Skinning," and containing derogatory statements concerning a concern's business dealings, the United States Circuit Court of Appeals for the Fourth Circuit lately said in the case of S. P. Calkins & Co. vs. Shryock, 248 Federal Reporter 649:

A written publication, which affects one injuriously in his trade or calling and contains imputations against his honesty and integrity, and which would as its natural and proximate consequence occasion pecuniary loss, constitutes a prima facie cause of action and is libelous; and the right follows to such damages as must be presumed to proximately and necessarily result from such a publication. In an action for libel, if the document be libelous, then damages follow as a matter of course—damages of some amount. The extent of those damages depends upon the circumstances of the case, such as the malice of the defendant, the offensive character of the libel, the pain caused to the injured party, the number of publications, the general circumstances of the libel, independent of any actual specific loss on each publication.

Right to Reject Goods Bought

There is a well established rule of law that, although a buyer is entitled to refuse to receive goods which fail to come up to the standard fixed by his contract of purchase, his retention of them after discovering an objectionable condition waives any right to have the purchase cancelled. And, having waived this right to a cancellation, the buyer is not entitled to defeat recovery of the purchase price, although he can counterclaim for damages sustained through any breach of warranty on the part of the seller.

This last stated principle was applied recently by the Mississippi supreme court in the case of Lumbermen's Supply Company vs. Poplarville Sawmill Company, 78 Southern Reporter, 137. In this case defendant resisted liability for the purchase price of a power belt on the ground that it proved to be unsuitable for the use for which it was sold, on account of a defective union. But, deciding the case in plaintiff's favor, the court holds that any such defect



A Mill Scale Study of Oak



The government Forest Products Laboratory at Madison, Wis., has completed the data of a mill scale study of white and red oak at the mill of George C. Brown & Co., Proctor, Ark. The study was made in 1915 by David G. White, and the information procured is especially appropriate now in view of the importance of wood in the war. The figures are three years old, but that is an advantage rather than a drawback, because they deal with normal price and usual times, and not with operations carried on under extraordinary conditions due to war.

The study included white oak and red oak; the white oak consisting of 160 logs of overcup and cow oak, the red oak of 133 logs of southern red and Spanish. These logs were sawed into lumber of the following dimensions: 91 per cent was 1, 1½, and 1½ inch lumber; 4½ per cent was 2 and 3 inch stock; and 4½ per cent of cross ties and small timbers.

The lumber was graded according to the rules of both the National Hardwood Lumber Association and the Hardwood Manufacturers' Association. The same lumber was inspected twice, the second time after three months of air seasoning, but two inspections were compared, and the results form part of the report. The first inspection was made on the sorting chains at the mill, the second when the piles were taken down.

The first inspection by the Hardwood Manufacturers' rules gave a total of 110,995 feet; by the National Hardwood Lumber Association, 111,247 feet. The second inspection which was of the air-dry lumber, gave 167,709 feet by the Manufacturers' rules, and 166,973 feet by the National.

The study was planned with the expectation that it would show a number of things relating to the production and care of lumber, among such being the grades and the proportion of each and their origin in logs of different kinds; the cost of stumpage, logging, manufacturing, yarding, and general; the losses due to seasoning, and other causes; changes in value during seasoning; waste due to milling and other causes.

The report by Mr. White presents tables and diagrams which gives details as well as totals of all the topics which are worked out; but in the space which can be here given to this review it is not practicable to quote the tables, but an outline of the principal results is shown.

SUMMARY OF CONCLUSIONS

The prices used in the discussion and conclusions follow:

White oak—	Plain	Quarter sawed
	\$45	\$68
First and seconds.....	32	36
No. 1 common.....	22	26
No. 2 common.....	12	6
No. 3 common.....	6	4
No. 4 common.....	4	4
Red oak—		
First and seconds.....	46	58
No. 1 common.....	22	35
No. 2 common.....	12	20
No. 3 common.....	6	6
No. 4 common.....	4	4

Stumpage value of \$5 per 1000, Doyle scale was placed on both white and red oak.

Logging cost was \$6.01, consisting of \$4.50 for delivering logs to the railroad and \$1.51 for delivery at the mill yard.

Manufacturing cost per 1,000 net lumber tally varies with the sizes of logs, but showing an average of \$1.70.

Yarding cost from the mill to the piles and then from the piles to f. o. b. cars, \$1.49.

General costs, consisting of taxes, depreciation, advertising, insurance, rent and several other items, \$2.64.

Financial expenses, consisting of interest and discount, \$0.65.

The losses in footage during seasoning has been figured out on the percentage basis, and the calculations are complicated, due to the fact that account is taken of green lumber, that which is temporarily air-dry, and the final air-dry; and also to the fact that two

rules of inspection are considered. The percentages run differently for white oak and red oak, the former loss running from 1.6 per cent to 3.3; the red oak loss running from 2.8 to 9 per cent. Changes in value during seasoning were not all loss. In some instances a decided increase was shown. Most of the depreciation in the value of white oak appeared in the lumber cut from defective logs.

The waste in manufacturing logs into lumber, not including shrinkage in seasoning and the edging and trimming after seasoning, averaged for white oak logs 41.7 per cent, and for the red oak 29.9 per cent.

PERCENTAGE OF GRADES

The percentage of grades for both white and red oak logs, under the inspection of the two associations were as follows:

	H. M. A.	N. H. L. A.
First and seconds.....	29.9	17.9
No. 1 common.....	16.9	16.5
No. 2 common.....	13	16.9
No. 3 common.....	17.1	18.7
No. 4 common.....	2.1	...

The footage loss in seasoning, between the green and the temporary dry condition, due to shrinkage and degrading below a recognized grade, was as follows in per cent, according to the grading by the two associations:

Red oak.....	2.8	4.7
White oak.....	1.6	2.5

The footage loss in seasoning between the green and final dry condition was:

	H. M. A.	N. H. L. A.
Red oak.....	5.4	5.7
White oak.....	2.4	3.7

The oak study for the year 1915 shows that the profit per hour for the final air-dry condition was more than for the temporary air-dry condition for all classes of logs, according to inspection rules of both associations.

For all classes of logs, the profit per hour for the lumber inspected, both green and dry, was greater under the rules of the Hardwood Manufacturers' Association than under the National Hardwood Lumber Association, except from the lumber inspected green from the sound red oak butt logs. In that case the difference was very small and was due to the larger amount of firsts and seconds recorded by the National inspector for this one class of logs when inspecting the lumber in the green condition.

The profits per hour for the temporary air-dry condition was less than for the lumber inspected green for all classes of logs, according to the rules of both hardwood associations, except where plain sawed sound oak logs were considered by the National inspector. In this case the inspector recorded a very small per cent more of No. 2 common and better for the temporary air-dry condition than for the green, which reversed the amount of profit per hour for the temporary air-dry and green condition.

In the majority of cases, for the different classes of logs, the profit per hour was more for the lumber in the first air-dry condition than in the green. This shows the wisdom of maintaining a yard resaw and trimmer, since the profit should be less in every case for the final air-dry condition than for the green, if the edging and trimming have been perfect in the mill, and if the same selling prices are used in computing the profits per hour.

The profit per thousand was greater for the white than for the red oak, because of the higher price of quartered material. The profit per hour, however, was greater for the red oak, because of the increased rate of production in plain sawing.

The milling waste for all white and red oak logs was 35.8 per cent. The waste was 46.7 per cent and 29.9 per cent for white and red oak respectively.

Green wood may lose more than one-half of its weight in the process of seasoning. In practice no such thing as absolutely dry wood is known. Well seasoned lumber contains about ten per cent of its weight in water.

Southern Rotary Operators Mobilize for War Work

Manufacturers Urged to Attend Meetings and Take Part in Work

THE WAR SERVICE ASSOCIATION of Rotary Cut Lumber Manufacturers was formally organized at Memphis, October 4, by fifty-five rotary cut lumber manufacturers during a meeting called by W. B. Morgan, Morgan Veneer Company, Pine Bluff, Ark., acting at the request of R. E. Parsonage, chief of the Vehicle, Implement and Wood Products Section of the War Industries Board.

This organization has been formed for the specific purpose of mobilizing the rotary cut lumber industry for producing all materials necessary to successful prosecution of the war. It has an executive committee, of which W. Brown Morgan is chairman, and of which John M. Pritchard is secretary. The other members are: G. O. Worland, Evansville, Ind.; B. C. Jarrell, B. C. Jarrell & Co., Humboldt, Tenn.; R. L. Jurden, Penrod, Jurden & McCowen, Inc., Memphis and Helena, Ark., and W. T. Neal, T. R. Miller Mill Company, Brewton, Ala.

This committee will go to Washington to confer with the War Industries Board from time to time and will represent rotary cut lumber interests in its dealing with that body. It will also take such other action as is necessary to so co-ordinate activities of these interests as to bring about maximum aid to the government.

Resolutions were adopted at the meeting of the executive committee advising the War Industries Board that the organization had been formed and that it stood ready to pledge the resources of all members of the association in taking care of the requirements of the government.

Three branches of the rotary cut lumber trade are represented in the association, the box, the fruit package and the commercial rotary.

The association will take advantage of the facilities of the veneer department of the American Hardwood Manufacturers' Association and will operate through it. It will not interfere in any way with any existing organization nor will it supersede any of these bodies. It is a war organization, pure and simple, and as such will cease to exist when the war is over.

Mr. Pritchard, secretary-treasurer, is anxious to send a report of the meeting to every member of the rotary cut lumber trade in the territory south of the Ohio river and therefore requests that those who do not receive a report in the immediate future write to him at Memphis so that copies may be forwarded.

Mr. Morgan, in stating the purpose of the meeting, explained that invitations had been mailed to all whose addresses were in hand and that, if any manufacturer failed to receive one, it was due entirely to lack of definite information as to his address.

He further stated that, in accordance with information at hand, there would be a shortage of 30,000,000 feet of rotary cut box material within the next six months and that, because of this fact, the Vehicle, Implement and Wood Products Section of the War Industries Board had requested mobilization of the industry by forming an organization that could deal with that body and that would, at the same time, represent rotary cut lumber interests.

Mr. Morgan further stated that, if approximately 100 per cent of rotary cut lumber interests did not voluntarily attend meetings having such mobilization as their purpose, there would be other meetings later at which their presence would be demanded by the authorities at



W. B. MORGAN, PINE BLUFF, ARK., CHAIRMAN EXECUTIVE COMMITTEE



J. M. PRITCHARD, MEMPHIS, TENN., SECRETARY EXECUTIVE COMMITTEE



G. O. WORLAND, EVANSVILLE, IND., MEMBER EXECUTIVE COMMITTEE

Washington.

He suggested, along with others, the desirability of perfecting organization to meet the requirements of the situation created by the indicated emergency. This was done, as already shown.



Letters from a Panel Boss—

Hen Explains Why It Is Important That Glue Be Weighed

Oct. 28, 1917.

Friend Jim,

Well I had another run in with Mike Gibbons on Friday and I guess Ill tell you about the trouble so you can profit if you want to. Gosh, I dont know if I dare to take time off to get married for fear things will go to the dogs while Im gone. I told Mike I wasnt going to waste no more time on him and if he couldnt do things the way he was told he could have his walking ticket.

Jim, you know how I used to harp when I was there about weighing the glue every time a batch of glue was made up? Well I done the same here and it sure made me madder than a wet hen when I found Mike was measuring in a pail instead of weighing.

We opened up a new lot of glue last week, and it happened to be flake glue, while the lot we had before was ground. I tested the new lot and was satisfied it was all right, and you know one time we fellers get ground glue and another time it is flake but either can be what we want. Only a barrel of flake glue dont heft so much as the same size one filled with ground glue.

Well last Friday Mike comes to me and says that last glue is no good as it is too thin in the mix. So I went and took a look and the mix he had sure had a awful thin body. First thing I done was to look at the thermometer because I thought there must be too much heat on, but I found only 125 degrees showing which is just what I want most of the time. So it wasnt too much heat that was making the glue run thin.

Mike said that was the first batch he had made with the new lot, and that he done just the same as with the old lot. I asked what he meant by just the same, and he told me that he put 6 pails of dry glue to soak in 9 pails of water. Then I saw red in its bloodiest red, and for a minute I couldnt talk. Then I says, "Mike you get your pay every week in a good envelope dont you?"

"Sure," says Mike, kinder stammering.

"Well," says I, "suppose you was getting 2 ten dollar bills every week for a long time and then came a week when you opened the good envelope and found 2 fives, what would you do?"

"Be gad Id beat quick time to the office to see what they was holding out on me for," says Mike sort a warm like.

All of the fifty-five manufacturers attending this meeting are members of the newly organized body and all others south of the Ohio river are expected to become affiliated with this association at the earliest moment so that mobilization may be as complete as possible.

"But Mike," says I, "why kick? Youd have just as good a envelope and two good bills, and 2 fives take up just as much room in the envelope as 2 tens, dont they?"

"Sure," says Mike, "they take up just as much room all right, but you cant do so much with them."

"Youre right Mike," says I, "and 6 pails of dry flake glue will take up as much room as 6 pails of dry ground glue, but you cant do so much with them in the mix, as you can see from this stuff here that Id like to soak your head in."

Mike grumbled that he couldnt see why a pail of glue wasnt a pail of glue whether it was flake or ground if it was good glue. The whole gang was around and I thought we might as well get the thing clear. So we went to the stock room and I was glad to find we had about 1/4 of a barrel of ground glue left. I told Mike to take one of the regular pails that holds about 12 quarts and fill it as he had been doing. He filled it so it was heaped up and it weighed 20 pounds and one ounce. I had him empty that lot and fill the same pail again from the same ground glue and when he weighed that he had 19 pounds and 13 ounces. I asked him why he had to have a quarter of a pound difference in the weight of two pails of glue measured from the same barrel, and he grinned a sickish grin and said something about a quarter of a pound didnt make much difference, and any way they never had any trouble with the ground glue.

So I said that wed forget that for a minute and let him measure some of the new flake glue. The first one he measured weighed 13 pounds. He measured four more and they all weighed different. One weighed as high as 14 pounds and one as low as 12 1/2 pounds. Of course it was hard for the bunch to believe, but when I showed them that the ground glue was pretty fine, and the flake glue had some pieces almost two inches square, and that the flakes couldnt pack so close as the other stuff they got it in their beans, and Mike was ready to agree that weighing was better than measuring.

In making a batch of glue here I gave Mike orders to use 120 pounds of glue and 180 pounds of water, and told him not to do any different until I said so. But he has found in using that ground glue he got about 20 pounds to a pail and he started measuring 6 pails, and he was lucky to get away with it, because the total weight

OAK VENEER SUPPLY a Problem Its Solution!

THE Nation's need for the Choicest Oak in airplane propellers, army wagons and artillery wheels is urgent and has caused a constant shortage in oak veneers. Substitution in furniture, piano and allied lines is imperative.

Figured Red Gum is the natural choice. While it costs considerably less than quartered oak, mahogany or walnut, it is conceded the equal of **any** and **all** imported or domestic cabinet woods. European woodworkers of international reputation have used gum in their masterpieces for a generation.

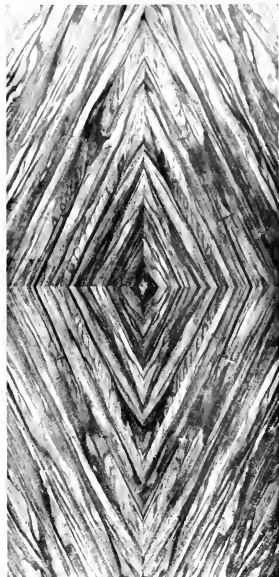
Figured Red Gum is unique in that while practically free from defects and working with little waste, it is most famous for the exceptional quantity and variety of its figure and color. Pleasing contrasts and rich blendings of shades and tones are characteristic.

The supply of Figured Red Gum is ample. At the same time, though, the woodworker planning a Figured Gum line can add greatly to the character of his goods through proper selection from a diversified stock.

This company has long specialized in Figured Red Gum and anticipating the present situation has built up a 1,000,000 ft. stock in which the chance for selection is remarkable. Nor is this ordinary veneer—none but the choicest mottled gum logs reach the veneer mill. The rest we make into lumber on our adjoining band mill. The result is obvious. Also, our location enables us to buy figured gum logs economically. The effect on our veneer prices is noticeable.

Whether you are merely looking for information or are in the market—let us have that Figured Gum Veneer inquiry. It will have the most thorough reply, for we know our service will help you plan and our veneers will help you sell your Figured Gum line.

Buy veneer and (N. B.) hardwood lumber in mixed cars. Save time in shipments and money in better prices and less damaged goods.



FIGURED RED GUM PANEL.

NICKEY BROTHERS, INC.

MEMPHIS

TENNESSEE

STRAIGHT OR MIXED CARS of Sliced and Sliced Quarters of Oak Veneer; Rotary Cut Poplar, Gum, Oak, etc.; Sliced and Sliced Poplar, Ash and Gum Grand Piano Rims

was pretty near my orders and we use a very good glue body any way. But when he come to get into the flake glue he had formed a bad habit and forgot to change and so got caught. When he put 6 pails of the flake glue in his first batch instead of having around 120 pounds he likely had about 80, or $\frac{2}{3}$ enough.

Well Jim, in the case I had there was more difference in the two kinds of glue than we often find in two lots, but the point is that measuring is not good any way, because no matter how careful a feller is he cant measure two pails full so that they will weigh alike. Of course Mike wanted to know if he had to weigh the water every time and I told him it was the best thing to do to be right, but if he was careful in measuring he would come nearer getting the right amount of water because water has almost the same bulk weight.

Theres another thing that I have to sort of check Mike up on, and that is the matter of heat on the glue. I give him orders never to get it over 150 and to keep close to 130. I caught the heat at 160 a few times, but I hope Mike got a lesson today so he will look out. I dont have to go into this with you, because you know what damage can be done to glue if it is over cooked or over heated. Glue is made from animal matter and you can burn it so it will be no good just as easy as you can burn a steak so it wont be fit to eat.

Say Jim, do you know I think I will get so I can do pretty good as a speller and talker soon. That night school sure is a good thing. After a feller has been there

a while he begins to find out he dont know so much as he thought he did.

Regards to you and the family,
Your friend,

HEN.

Small Checks in Glue and Suggestions as to Preventing or Removing Them

November 11, 1917.

Dear Jim: So you and Steve Murray are having some new trouble with fine checks showing up on veneers after the goods are finished, and want to know if I can help you out? Well, it hapens that me and Phil Johnson had several days' session on these fine checks right in our works. We had a lot of stuff that looked good until it was finished. Then it showed fine checks and when the varnish was scraped off we could hardly find the checks. We thought first that the trouble was in the varnish, but found it wasn't. It was mostly in the veneers before they were laid, but with some care in the selection and laying, we got rid of lots of the trouble.

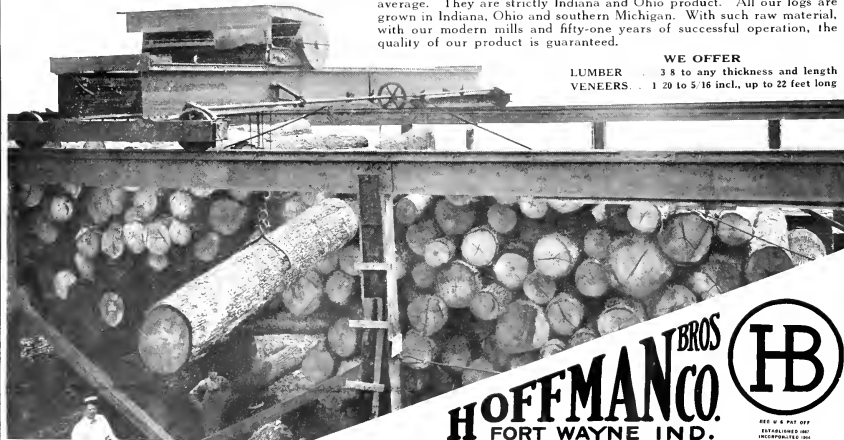
You see, Jim, no matter what we do to get good veneers nowadays we are bound to get more or less of this loose cut stuff. This is the kind of veneer that caused trouble in our place. It is all checks anyway, only you can't see them unless you hold the veneers between your face and a strong light. Now, if you handle these right in the glue room, you can reduce the trouble. First, you can put the worst ones on the back where the

An Average Case—150,000 Feet Northern White Logs In One of the Piles at Our Ft. Wayne Mill

These logs will average about 28" in diameter and 400 feet log measure contents. They are NOT better than the average. They are strictly Indiana and Ohio product. All our logs are grown in Indiana, Ohio and southern Michigan. With such raw material, with our modern mills and fifty-one years of successful operation, the quality of our product is guaranteed.

WE OFFER

LUMBER . . . 3 8 to any thickness and length
VENEERS . . . 1 20 to 5 16 incl., up to 22 feet long



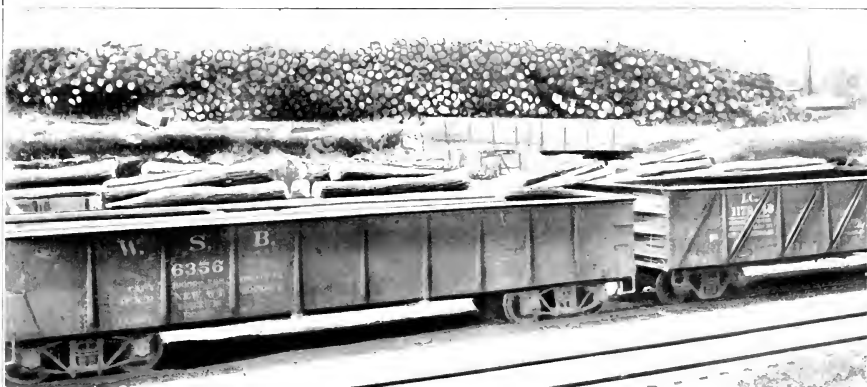
HOFFMAN ^{BROS} **CO.**
FORT WAYNE IND.



SEE US AT OFF.
ESTABLISHED 1867
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WE NEED WALNUT LOGS *for* GOVERNMENT PURPOSES

You will be assisting our
Government by advising us of any
Walnut logs or timber you know of



Pickrel Walnut Co.

St. Louis, Missouri

WALNUT LUMBER, DIMENSION STOCK AND VENEERS

The Dean - Spicker Co.

Manufacturers of

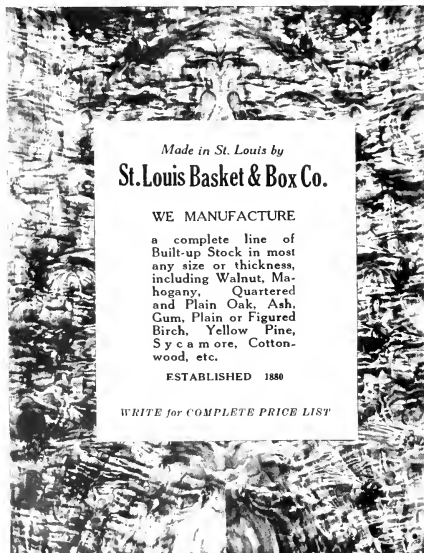
VENEERS

Oak—Mahogany—Walnut

AND

LUMBER

22nd St. and So. Crawford Ave.
CHICAGO



Made in St. Louis by

St. Louis Basket & Box Co.

WE MANUFACTURE
a complete line of
Built-up Stock in most
any size or thickness,
including Walnut, Ma-
hogany, Quartered
and Plain Oak, Ash,
Gum, Plain or Figured
Birch, Yellow Pine,
Sycamore, Cotton-
wood, etc.

ESTABLISHED 1880

WRITE for COMPLETE PRICE LIST

checks don't so much matter. Next, you can get the stuff under pressure quicker and maybe do away with a lot of trouble in the finishing room.

It is like this. We lay veneer on a core that is wet with glue and it starts soaking up moisture. The longer we leave it the more it soaks. While it is soaking up moisture expansion is going on, and the longer it is out of the press the more it will expand. So if it expands before it is pressed to the core it will have to contract just as much when it dries. It can't very well draw in from the edges because it is glued firmly, so it gives way at the weaker places where the fibers were fractured when the stuff was sliced. Even so very good veneers will check sometimes if they are not put under pressure quick.

Of course, most of the time the checking is so fine that it don't show up until it gets to the finishing room, and then it is a hard job to fix up. The filler and other stuff works into the checks and help fill them up for a time but the checks are there and they expand and contract more or less with changing temperature so that after a while the varnish will open up. So you can't call an article that has these checks a high grade piece of goods.

Still Phil fixed up some pretty good and I got him to come over tonight and tell how he done it so I can pass the dope on to you. He says that on the medium class he sands the stuff and gives it two coats of varnish, but on the high grade he rubs these bad places down in the regular way. He says on this it is better to use oil and pumice instead of water, because if the water goes through the check in the varnish into the check in the veneer it will make it swell and make the defect in the varnish harder to repair.

Goods that are rubbed down will not take so much varnish as goods that are sanded, because rubbing makes a smoother surface. But, no matter which way it is done, the point is, to be sure to get on enough varnish to do away with any chance of going through to the hard, dry varnish beneath when doing the second rubbing. Phil says that when varnish gets to a certain stage of dryness it will not unite with varnish applied fresh, and if you rub through the last varnish put on into the under coat, it will look like it had been scaled off.

After the stuff has been rubbed be sure to clean off all the oil and pumice and lint. Then look at the checks and be sure none of the edges are rubbed light in color. Phil says it often happens when water has been used for rubbing and it comes in touch with the wood, that the stain is drawn out and would show up light if not touched up before being varnished. To touch up, use the regular stain, but be sure to take off any that may get over the edge of the check onto the surface of the veneer. If any is left on the varnish it is likely to show darker than the rest. You see, Jim, it is a ticklish job to fix up the poor stuff.

Phil says that after those things have been attended to you take a fine brush and put a good coat of thin bleached shellac on the parts to be varnished. The shellac is cut at the rate of about twenty ounces of gum

to a gallon of spirits. Put the shellac on as quick as you can, and don't do much brushing, because if you do you will leave brush marks, or ridges, and then you have to take time to sand them out. When the goods are so fixed up they must not get too dry before they are again rubbed, or the same trouble will happen and the work will have to be done over again. Gee, Jim, these hospital jobs are bad, but I suppose we can't help having a few cripples.

Well, I can see more troubles coming my way. Some guy said that life was first one damn thing then another on top of it. I'm just about getting this place so they can use animal glue that they know something about when the boss decides to use some kind of stuff called vegetable glue that we don't know nothing about. He came out about three weeks ago and asked me what I knew about vegetable glue and I told him I knew nothing and I wasn't hunting trouble. I told him I had read a little about it in the trade papers and seen some advertisements, but I thought it was hard enough to make animal glue go right without monkeying with some new-fangled stuff. He told me lots of places are using it and it don't cost near so much as animal glue and he is going to look into it. Well, that was three weeks ago and I thought it had been passed up, when today in comes the boss with a vegetable glue drummer.

I'll say this for the guy, he acted like he knew what he was talking about. When you start on the vegetable glue you have to have a special outfit because the glue is so different from animal glue that you can't mix it in the same kettles and you can't use it in the same spreader, and the company this guy works for makes the machines as well as the glue. Only they don't sell the machines. They rent them to the concern that is going to use the glue with the understanding that no other glue than that sold by the company is used on the machine.

Well, this drummer looked all over the veneer room and said we had plenty of head room to put the mixers on a platform and have the whole outfit on the same floor. It seems that they put the mixers up over the spreader because this glue mix is so thick that it has to run to the spreader through a pipe and you can't draw it from the tank in a pail the way you can the animal glue. I made some crack about it must be fine stuff to work if you couldn't draw it off in a pail, and the guy says: "Don't you worry, old man; by the time you have this glue a month you can't be hired to use animal glue again." I didn't say a word, but I thought that by the time it was there a month I couldn't be hired to use any glue because I'd be in a daffy house.

But I felt easy when I heard the plan was to set up the new outfit in such a way that it would not interfere with the old one so that we could try the new one and after we try it I bet 47 cents to a hole in a doughnut it goes out quicker than it comes. Of course, if it is anything at all like the guy claims it will be all right, but it don't sound reasonable.

Here's some of the things this new glue is supposed to

Are you making, or
are you consider-
ing the making of
airplane or sea-
plane parts where

Spanish
Cedar
Mexican
Mahogany
African
Mahogany

lumber
or
veneer

will be used?

We have the logs—

We have a modern veneer
and sawmill—

We are experienced in man-
ufacturing such material.

Conclusion: You can entrust to us
your orders and be sure of delivery
within a reasonable time.

Astoria Veneer Mills
& Dock Company

Plant and Yard, Long Island City, N. Y.
General Offices, 347 Madison Ave., N. Y.

VENEERS FOR AEROPLANE CONSTRUCTION A SPECIALTY

WRITE, WIRE OR TELEPHONE

BIRDS EYE VENEER COMPANY, Escanaba, Mich.

make different. All hot caul boards done away with, and not so many cauls used. The glue is heated while being prepared, but is used cold. Now ain't that a joke? But a better one is that this new stuff can hang around and not deteriorate. Who ever heard of a glue that wouldn't go stale if it hung around a couple of days at the most? Yet they claim that they have known this stuff to be made weeks before it was used and all you have to do with an old mix is to stir it up a little while before it is used. And another good one is that you have no blisters if you use this glue. Well, they have to show you uncle. I have handled glue for some several years and any time they show me some that will do away with blisters I'll take off my hat. Then they say this glue will spread farther per dry pound than any animal glue and stick all right.

Well, I told the boss I didn't blame him if he thought he could get just as good work done with a new and lower priced glue, and I'd help all I could. So he told me later that he had arranged that the outfit would be there and started up between Xmas and New Year. I see where I am in for some holiday.

Your old friend,

HEN.

Scrap Veneer

The matter of loss and gain through scrap veneer among the veneer users hinges on how it is looked after and cared for. Lots of waste scrap is waste simply because it has been neglected and left lying about carelessly till it has become dirty or has been walked on and split. Left-overs and trimmings are not scrap till made so through treatment. They are surplus stock, and if so considered and carefully piled away and protected, they will often come in handy when some new stock is wanted. Some of it can be sorted as to size as it is being stored away, thus saving time when it is needed and serving as a reminder of the possible sizes available. Veneer values have reached the point where a distinct saving can be effected by taking better care and making more use of stock that in the past has been thrown aside as scrap.

Metal Cauls and Others

There are two general classes of metal cauls used in veneer work. One is the zinc caul, usually coming in thin sheets. The other is plain sheet or plate metal, which may be either as thin as the zinc coated cauls, or thick enough to act as stiffening plates. Metal is so scarce now that new metal cauls are to be thought of more as future possibilities than as easy purchases at present. This brings into consideration other cauls, and their comparative merits.

The zinc coated cauls have two qualities to commend them. They take up but little space in a press, and there is less tendency of glue to stick stock to them. All the metal cauls save space in the presses as compared with ordinary wooden cauls. But there are two chances for relief in this respect. One is the use of com-

position cauls, those of fibre and rubber-like composition, and the other is in the making of thinner built-up wooden cauls than the trade has been using.

The composition caul has been making enough headway in the trade to indicate that it is succeeding, and it should be practical to include in its make-up provision for preventing the sticking of glue, so that it will serve the same purpose of the zinc caul. It ought to be a great time for those interested in the pushing of composition cauls.

In wooden cauls there is a chance for improvement by using thin cauls. We are rapidly acquiring the habit of thinner three-ply stock, and the making of wooden cauls is a good place to try this out to the limit to see how thin the built-up wooden cauls can be made and still render good service.

The one and main objection to all wooden cauls, aside from that of thickness, is that glue adheres to the surface so readily as to often cause trouble. Not only does stock stick to the cauls, but often the face of the caul itself is torn and spoiled in breaking loose. This can be remedied by coating the caul with something to protect the wood. Shellac, wax and other coatings are available.

The Cutting and Using of Birdseye

Birdseye figure is naturally associated with maple though somewhat similar figure may be found in other woods. At its best it is a product of rotary cutting. By this method of cutting the figure shows up best, and the most face wood is secured from a given amount of timber having the figure. Figured logs frequently have surface indications on the bark as a guide to their selection, but it takes actual cutting into the wood to determine the exact nature and quality of the figure in a given log.

Usually the face veneer is cut fairly thin, but whether it is or not, knives must be kept sharp to insure smooth cutting. Good smooth cutting of figured maple is not so easy as of plain stock which is not hard to cut with the veneer machine, and because of the nature of the wood readily cuts smoothly and evenly. Any figured maple, however, presents a different problem because of difference in hardness and in the run of the grain in the figured parts. So while plain maple is easy cutting, birdseye calls for skill and close attention to technical details to get the right results.

When making face veneer we are told by some experts that were the cutting equally smooth on each side it would be best to turn the stock inside out, because the figured part runs smaller as we get into the log and by turning the larger side in it will hold better—will lessen the danger of the eye part coming loose and falling out. This probably depends on just where a given sheet comes from in the stretch of the figured part. It is likely that some would work best with the right side out and some with the reverse side out if only the holding of the figure part of the wood intact were involved. But there are other things to consider, one of which is that the outer surface of a sheet of rotary-cut veneer is tighter and will finish off better than the other side.

The main thing in using birdseye face veneer is to handle and use it with skill and care to preserve the figure intact. Careful handling will prevent breakage and damage, and careful gluing will insure holding the figure part tight as well as the main body of veneer. It should be remembered that the figure part of such wood not only presents the grain differently, but it is harder, less porous, consequently will not take on and hold glue so readily as plain wood. To successfully handle birdseye a glue mixture and application that will insure good holding of the figured part must be secured.

Judging from the present outlook, enough walnut can be procured for gunstocks without resorting to the expedient of gluing sheets or lumber together. Built-up gunstocks stand tests fairly well, but there seems to be no disposition to substitute the built-up article for that made of one piece, so long as it can be avoided.



Important Meeting of Northern Manufacturers



About fifty large manufacturers of northern woods attended a meeting of the board of directors and of the emergency bureau of the Northern Hemlock and Hardwood Manufacturers' Association, at Chicago on Monday, September 30. President Harder has just returned from a trip to Washington where he had important interviews with all boards and departments interested in lumber. His representation, as indicated in his report, was exceedingly strong and clear, but it has been the conclusion of the lumber committee of the War Industries Board that no exception be made in the northern region and that the essential character of the lumber industry be determined for each operation. In that case it is now up to each mill to prove that its work is on an output largely directly essential. This determination will be based on the percentage of direct war business, of indirect war business, and of lumber supplied to others than the government who are operating on work of primary importance connected with the war.

It therefore seems to be up to each northern mill to produce as much of those products as cannot be obtained elsewhere as possible, and which are under the above classes. Among the essential things which cannot be produced in other regions are listed the following:

All birch veneer logs; basswood veneer logs (possibly all of them); gunstock birch 10-4 FAS 6 feet and longer; hemlock tanbark; hemlock pulp logs and pulwood so far as required; mine timbers and mine lumber supplies; railroad ties and timber products.

It is stated in connection with the meeting that if the proper proportion of essential work is not developed in the individual cases, the firms falling short will undoubtedly have constantly increasing priority difficulties in labor, cars, disposal of surplus items, etc.

Upon conclusion of President Harder's address, the meeting adopted the following resolution:

Resolved, That our sole desire is to so conduct our operations as to produce such maximum supplies of fuel, tan bark, posts and poles, pulp wood, mine timbers, railroad ties, airplane birch, gunstock birch, basswood saddle-tree stock and other kinds of lumber and other forest products that may be required by the United States Government directly or indirectly,

and to reduce the output of non-essential products to the maximum compatible with upping government requirements.

As to our position in priority classification we rest our case with the findings of the Priority Committee of the War Industries Board as far as determined by the representative of the various government procurement offices in consultation with Chief Lager, manager-director of the War Industries Board.

E. C. Dawley and W. W. Brown of the aircraft board were present and the meeting voted to support them to the fullest possible extent in getting out birch and basswood aircraft veneer logs.

Similar conferences have been held at Washington and at Chicago recently between northern operators and government officials representing the aircraft production board, particularly regarding the production of birch and basswood airplane veneer logs.

It is stated from the offices of the association that as birch veneer has been found by exhaustive tests to be the best veneer for aircraft purposes, the government now turns to the birch timber of Wisconsin and Michigan for adequate quantities of veneer logs. Basswood will probably be used as core stock and so large quantities of basswood veneer logs will also be required.

The aircraft board will purchase all supplies for this government as well as for the Allies, and will have absolute control over all of this material, including logs at present under contract.

In order to establish a closer contact with operators, the aircraft board is opening an office at Oshkosh.

It is urged that to secure the fullest consideration from the government, each operator must produce his relative share of birch veneer logs and is urged to immediately plan his logging operations so as to obtain as soon as possible, and continuously, the largest possible per cent of veneer logs from the best birch timber available.

Efforts will be made, according to the report, to assist firms which can make the normal or better showing in birch veneer logs so that they may receive more labor and priority aid of various kinds.

Details of the plan for handling this work are being promulgated this week at Oshkosh in a conference between government offices, the emergency bureau of the Northern Hemlock and Hardwood Manufacturers' Association and the veneer manufacturers.

Partial List of War Uses of Northern Woods

Northern Hemlock, Pine and Hardwood, and Associated Products, Used in the Priorities Classification of the War Industries Boards.

	Ships, Trenching Devices, and Floating Logs, etc.	Air Craft	Machinery, Military and Naval Engines, Landing Devices, Construction	Fuel	Fuel and Colored Substances, All Tacks, Laminates, Synthetic, Mechanical, Etc.	Containers for Fuel and Food	Crating for Crates, Packages	Railroad and Other Transportation, Including War Transportation	Public Utilities
Birch
Basswood
Hemlock
White Pine
Ash
Elm
Maple
Beech
Oak
Cedar
Tamarack
Norway Pine

CHART SHOWING IMPORTANT NORTHERN WOODS AND THEIR RESPECTIVE WAR USES.

Detailed specifications for veneer logs have already been determined upon by the government representatives, veneer manufacturers and representatives of the Northern association. These specifications have already been agreed upon and mailed out and will be maintained uniformly by government inspectors. The specifications follow:

SPECIFICATIONS FOR FIRCH AND BASSWOOD VENEER LOGS

- 12" and over in diameter.
 Length - 8' and up; not over 10'; to be under 12'.
 Lengths, 8, 9, 10, 11, 12, 13, 14, 15 and 16'.
 Logs to be 2" over length; if log does not run 2" full over the length, it is to be cut back to the next length.
 Logs from 12 to 14" to be sealed the small way; over 14" to be sealed at the average diameter. Fractions to be on a 50/50 basis.
 Rule: Scriber-Decimal C.
 12" to 14" logs will permit 3" hole; 15" and up will permit 6" hole, including date.
 One foot in length to be deducted for each defect. Any defects which can be cut out in one foot in length constitutes only one defect.
 8, 9 and 10' logs must be surface clear; 11 and 12' logs must cut 6' surface clear; 13 and 14' logs must cut 7' surface clear; 15 and 16' logs must cut 8' surface clear.

Mr. Record Replies to Mr. Mead's Letter

In the two preceding issues of HARDWOOD RECORD were carried items regarding Philippine mahogany, the first being an article by S. J. Record, in which certain statements were made to which exception was taken by the various handlers of Philippine mahogany, acting concertedly through Mr. Mead of the Indiana Quartered Oak Company of New York. Mr. Mead's letter appeared in the issue of September 25, and his comments are answered by Mr. Record as follows:

I have read with interest Mr. Mead's reply in your issue of September 25 to my statements regarding the use of Philippine "mahogany" for airplane propellers. My work has kept me in very close touch with the utilization and inspection of woods for propellers, and I wrote from personal knowledge. I am not interested in exploiting any wood, but I am concerned in getting at the facts without bias. It would be very easy to take up Mr. Mead's contentions seriatim and show their fallacy, but I do not wish to give the impression that the Philippine woods are without merit because such is not the case. I look upon all woods with a friendly eye and firmly believe that the indifferent reputations of some of them would be materially improved if the woods were used with more discrimination, and that others would appear in much better light if their promoters abandoned the attempt to make them shine with borrowed radiance.

When the Philippine forests were first exploited by the Americans there was little demand for the dipterocarps, but the forestry officials recognized their latent value and encouraged their use. Their faith in the woods has been fully justified, and with the cutting off by the war of timber shipments from our Pacific coast the dipterocarps have gone far toward supplying the needs of the Orient. I consider it very unfortunate that they should have been introduced into foreign markets as mahogany since they are no more related to it than elm is and have only a superficial resemblance to justify the appropriation of the name. This course was followed, over the protest of the Philip-

pine authorities, because the quickest returns could be secured by trading on the established reputation of another wood. The Philippine Bureau of Forestry has never approved this practice, and the most recent official publication on the woods of the islands condemns the use of the terms "Philippine mahogany" and "South Pacific mahogany" as "misleading." (Bul. No. 14, Manila, 1916, p. 170.)

Wood produced by trees of the genus *Saccharia*, native to Tropical America, is recognized the world over as the true mahogany. The African genus, *Khaya*, belongs not only to the same family (Meliaceae), but also to the *Saccharia* group within that family and the woods of the two genera have many properties in common. Accordingly, the name African mahogany is fully justified and in no sense misleading. The appropriation of the name mahogany for other woods with whatever actual or fancied resemblance they may bear to the genuine does not convey any moral right to the use of the name, regardless of the motive of the producers in appropriating it. And this situation is not affected in the least by the well-known fact (emphasized in my previous article, though apparently overlooked by Mr. Mead) that mahogany exhibits a wide range of variation in quality.

It is unfortunate for all concerned that the Philippine woods were not marketed under a distinctive name and allowed to build up a reputation of their own. There is nothing the matter with their right names, red huan, tanguile, etc., and the use would spare the promoters the necessity of apologizing "thousands of times" for the mis-use of another to which they are not entitled either botanically or ethically. Mr. Mead sweeps aside the term "botanically" as though it were the merest technicality, but no amount of sophistry will dispose of the ethical side of the matter. And I think that even he will have to admit that botanical relationships are sometimes important, otherwise we might gather grapes of thorns and figs of thistles!

Very truly yours,

SAMUEL J. RECORD.

Clubs and Associations

Meetings of Open Competition Plan

Two meetings of the Open Competition Plan of the Hardwood Manufacturers' Association were scheduled for this month. The first meeting scheduled for Cincinnati, Tuesday, October 8 was called off because health authorities of Cincinnati closed all theatres and other meeting places and have prohibited all public meetings of any character.

The second meeting is scheduled for Wednesday, October 23, and will be held at the Greenwald hotel, New Orleans, La., in connection with the regular monthly meeting of the Southwestern Hardwood Manufacturers' Club.

Program for Southern Logging Meeting

A preliminary copy of the program of the annual meeting of the Southern Logging Association has been issued through the offices of James Boyd, secretary. The session will run for three days, namely, Wednesday, Thursday and Friday, October 23, 24 and 25. In addition to the regular reports and addresses, there will be addresses on Labor For Logging Camps by Cliff Williams, Conservation of Wasted Energy by W. T. McGowan, Labor Maintenance in the Logging Industry by John Mahoney, Conservation of Food by U. S. Food Administrator, Should the Cook House Make Money? by C. C. Curry, Make-Shifts in Emergency Repairs, J. H. Grinnett, and addresses on motor trucks covering their advantages in logging and use in cypress swamps, on accident prevention and safety first methods.

There will be discussions on logging railroad and bridge construction, on handling down timber and falling timber and cutting into logs, on track laying, on height of stumps, skidding and loading problems, care of teams and speeding up on government work.

There will be a general discussion on Wednesday afternoon of welfare work after which will follow election of officers and adjournment.

New Southern Traffic Office

Jesse S. Thompson, now in the employ of the Southern Hardwood Traffic Association at Memphis, has been named district manager of this organization for Texas and Louisiana, with headquarters at Alexandria, La. He will proceed to that point in a few days and complete arrangements for opening offices there.

This is the third branch to be opened by the association. The other two are at Louisville, Ky., and Helena, Ark. The Alexandria branch will be for the exclusive use of hardwood producers in the two states already named.

Mr. Thompson brings to his new duties a wealth of experience in rate and traffic matters, as well as in handling claims and adjustments and in preparing reparation cases for the Interstate Commerce Commission.

WHEELER-TIMLIN LUMBER COMPANY

MANUFACTURERS AND WHOLESALEERS

HARDWOOD - HEMLOCK - PINE

WAUSAU, WIS.

Memphis Has Patriotic Meeting

Liberty Loan Day was observed by the Liberty Loan Office at the Hotel Gayoso, Saturday, September 25. The regular office business was suspended while patriotic songs were sung and other inspiring addresses were made. The speakers were Earl Palmer, Edman and Palmer Company, and Dr. C. H. Williamson.

"We must so order our lives and direct our energies that we shall be able to give the government all the aid and labor necessary in winning the struggle required to see this nation a free and independent republic," declared Earl Palmer, practically in the opening sentence of his address.

Dr. Williamson said in part:

A vast amount of money is required. The United States has no other source of revenue for war purposes except from the people of the country. Demand for money is not in the form of a loan. It is being required not by constitutional authority but by the dictates of public opinion, which are stern and exacting, and which are stern and more exacting just now than ever before because the need for it is much greater than it has ever been.

"It's up to us to see how much we can contribute, not how little will get us by. And we want to be contributors in buying bonds and not the slaves of public opinion or any other outside force."

The dawn is already beginning to break in the Balkans and along the battle fronts of France and Belgium. The United States is playing a big part in hastening victory. We Americans have been pleasure-loving, soft-boiled, money mad. We spelled success money, and if this was doing nothing more than take us out of ourselves it will be worth all that is paid in blood and treasure.

"I do not like the idea of compulsion. I would like to see us all imbued with the spirit of the French woman who having given all of her four sons to the cause in France, declared proudly: 'Thank God, France still lives.'"

Six new members were elected, as follows: C. E. and F. E. Shippin, Arkansas Ash Company, Kelsor, Ark.; W. C. Palmer, Kohn Conkling Company, Memphis and Cincinnati; C. M. Kellogg, Kellogg Lumber Company, Memphis, and H. W. Baker, Jr., and J. H. Starnard, Baker Matthews Company, Memphis.

Will Not Protest Embargo Order

The Southern Hardwood Traffic Association and the American Hardwood Manufacturers' Association have, for the time being, decided not to make any formal protest against the embargo order of the car service section of the United States Railroad Administration.

John M. Fritchard, secretary manager of the American Hardwood Manufacturers' Association, who went to Washington to arrange for the appearance before the car service section and the War Industries Board of the committee appointed at the joint conference of the two associations, has returned to Memphis. His verdict is that, under present conditions and because the embargo is war measure, protest will be useless and the interests of hardwood producers in the southern field will be best conserved by complying with the requirements of the order to the best of their ability. The committee will therefore not go to Washington.

The order is now better understood than when it was issued with such drastic swiftness, and the two associations are doing all they can to allay the feeling of panic which developed when the order first came.

Permits are beginning to come through, but the permit-issuing machinery is not working very smoothly even yet, and there are many complaints from shippers in regard thereto. J. H. Townshend, secretary manager of the Southern Hardwood Traffic Association, is now making a collection of complaints and he will go to Washington with a view to presenting these to the United States Railroad Administration, not so much in the form of a complaint, but rather with a view to bringing about such changes in the operation of the order as will remove the inequalities and difficulties which have arisen and which could not have been foreseen by the authorities. It is probable that he will leave for Washington within the next ten days.

This organization has already written a letter to the car service section asking for a modification of the order to the extent that permits, when they have been secured by buyers or consignees, shall be available for use from any shipping point on a given road. Now these permits provide for shipment from only one point on the road and are not interchangeable. Manufacturers and wholesalers who buy from small mills frequently have lumber at one point on a given road for immediate shipment and none at another, and they want to be able to make shipments from such points as they have the lumber ready. If it is impossible for the association to secure this modification it will make an effort to have the permits ordered subject to change within twenty-four hours after they have been received, that is, changed with respect to point of origin of shipment and not with respect to destination. The association points out that this modification will be a great convenience to shippers and that it will, at the same time, facilitate the filling of orders and the supplying of government requirements.

There are other phases of the ruling which are under discussion, but the attitude of the two associations is changed from one of formal protest to one in which they are anxious to cooperate with the government to the greatest possible extent.

It is quite apparent, however, from statements made by prominent hardwood lumber manufacturers, that the order is going to result in material reduction of hardwood output. Logging operations are already being stopped by prominent interests in the valley territory, and the vendor of almost every hardwood manufacturer is that there is no possible profit in operating under conditions created by the order. Many manufacturers are proceeding with conversion of their log supplies into lumber, but they say that, when they have completed this process, they are going to close down their plants and await more propitious conditions.

WE HAVE THE FOLLOWING STOCK TO OFFER:

HARD MAPLE

5 cars	5 1/2 No. 1 Common and Better
12 cars	6 1/2 No. 1 Common and Better
5 cars	8 1/2 No. 1 Common and Better
3 cars	10 1/2 No. 1 Common and Better
5 1/2 cars	1 1/2 Log Run
1 car	6 1/2 Log Run
1 car	8 1/2 Log Run
5 cars	1 1/2 Log Run

SOFT MAPLE

5 cars	8 1/2 Log Run
1 car	12 1/2 No. 1 Common and Better

This stock is all West Virginia Maple, fine widths and lengths, well manufactured.

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Helping to Win the War:

We are pledged, under the rules and regulations of the Priorities Division of the War Industries Board, to use all material (now on hand, or to be purchased) for the exclusive purpose of "winning the war."

This means that we will be unable to supply kiln equipment for other than war purposes.

We appreciate the valuable trade of our many customers and will do everything possible to merit your continued patronage.

We expect to continue to furnish necessary repairs and replacements, as well as current supplies and service. Write us fully regarding your problem and we will do our best to help you out.

THE TEST In requesting priority the petitioner should ask in applying the test to what extent, if at all, will the granting of this application contribute, directly or indirectly, toward winning the war; and if at all, how urgent is the need?

**GRAND RAPIDS
VAPOR KILNS**
Grand Rapids Veneer Works
GRAND RAPIDS, MICH.
SEATTLE, WASHINGTON

With the Trade

Robert Vestal

News of the death of Robt. Vestal, formerly president of the Vestal Lumber & Manufacturing Company, at Knoxville, which occurred there on September 30, carried sincere regret to lumbermen everywhere. The deceased was forty-three years of age. Because of ill health he retired two years ago from active management of his company, one of the leading concerns in east Tennessee in hardwoods and cedar lines. Before entering the lumber business he held an official position with some of the railroads in east Tennessee.

Memphis Lumbermen Subscribe Liberally

Lumber interests of Memphis are buying freely of Fourth Liberty Loan bonds and they are likewise actively taking part in the movement looking to the sale of these securities.

Among the larger subscriptions reported thus far by lumber firms are: R. J. Darnell Estate, \$50,000; May Brothers and Ferguson Palmer Company, Inc., \$40,000 each; Gayoso Lumber Company, \$35,000; Russe & Burgess, Inc., and Wabash Screen Door Company, \$25,000 each; E. Soud-belmer Company, \$20,000; Belgrade Lumber Company and Lee Lumber Company, \$10,000. Other firms are subscribing liberally, but since the subscriptions of Memphis are not kept separate from those of other interests in Memphis it is impossible to give the full list of purchases thus far made. It is suggested, however, that lumber interests here will take a larger quantity of the fourth issue than of any of the three preceding ones. Numerous lumbermen are serving on local teams and are giving practically all of their time to helping sales.

Lumber Company Assists Employees in Purchasing Bonds

The sale of bonds to the employees of the W. M. Ritter Lumber Company, Columbus, O., during the various drives has been materially increased through the adoption of a plan making payments for bonds very much easier for the employees. The company underwrites the bonds purchased by the employees who subscribe their respective amounts, and bonds are then paid for to the company by a deduction of 10 per cent an month of the amount from the salaries paid, no interest being charged in any event. Bonds are turned over at the end of ten months, and thus many purchases are made and the average purchase is increased in size because of this easy plan of payment. Other companies which are capable of handling the matter in this way would undoubtedly be performing a patriotic duty if they instituted similar machinery whereby bond purchases could be made easier for employees.

Opens Gunstock Mill at Dayton

J. W. Frye formerly of Dayton, O., but for the past year with the Hoosier Veneer Company of Indianapolis, Ind., has purchased the plant of H. C. Hossafous at Dayton, and is now starting work on enlarging it so it will be three times as extensive as at present.

Mr. Frye has government contracts for gunstock blanks and for pro-peller lumber, and in addition will handle a regular commercial line of lumber and veneers. Arrangements have already been made for the installation of additional and specialized machinery and for putting the plant on a much larger and more important basis than heretofore.

Lieut. Chapin C. Barr Killed in Service

The lumber trade will learn with deep regret of the death of the son of Sam E. Barr, New York, well known in hardwood circles. Lieut. Chapin C. Barr was a member of the marine flying corps and according to the cablegram received from Brigadier-General C. G. Long, he died September 29 of wounds received in action.

The body will be interred abroad until the termination of hostilities. The cablegram expresses heartfelt sympathy for the bereaved parents.

Pertinent Information

A Booklet on Plant Identification

William Trelease of Urbana, Ill., is the author of "Plant Materials and Decorative Gardening," a book designed to make easy the identification of a plant when it is devoid of the usual means of identification, such as flowers and buds. This is a pocket size book of 200 pages and should prove valuable to anyone interested in this subject.

Request for Bids from Emergency Fleet Corporation

The Emergency Fleet Corporation is in the market for the following:

- 1 minimum car 8/4 FAS plain white oak
- 1 minimum car 8/4 FAS plain red oak
- 1 minimum car 4/4 FAS plain white oak
- 1 minimum car 4/4 FAS plain red oak

All to be thoroughly air-dried and in the rough. Stock is wanted immediately and request is made that bids be quoted f. o. b. Philadelphia, rate of freight, naming shipping point.

The corporation is also in the market for 12 pieces 11x17-9 feet or multiples, 4 pieces 13x16 $\frac{1}{2}$ -10 feet, balance of car to consist of 12x12-10 to 16 feet, best quality sound square edged white oak in the rough.

Agencies for Adjusting Disputes on War Work

HARDWOOD RECORD has received from the Emergency Fleet Corporation of Philadelphia through E. C. Mar, chief director of industrial relations in that city, a list of U. S. government agencies for adjusting disputes on work connected with war work. Mr. Mar's letter, that they let down considerable consideration being as to the country, can furnish satisfactory answers for this purpose and therefore, we give them on the right side of this page complete information on this question.

Arkansas Railroad Is Sold

The Kansas City & Memphis railroad was sold at Benton, Ark., on September 24, for \$750,000 at a public sale conducted by E. C. Meahan, master in chancery, under order of the United States district court. The purchasers were the Board of Directors of the United States of America & Western railroad, who hold a first lien on the property amounting to \$375,000.

This road contains sixty miles of railroad lying between Rogers and Sibley Springs, with branches from Fayetteville to Cave Springs and from Rogers to Montone. Under the terms of the sale they may either abandon it and sell the material on hand or operate it.

Logging Camp Cafeteria

The invention of the Potlatch Lumber Company of Potlatch, Idaho, in introducing the cafeteria system in its logging operations has been noted with much interest. It is a progressive step and will help in the food conservation campaign. It eliminates table service and releases man power for other purposes. It teaches men the value of food, gauged by their own appetites. The cafeteria idea more closely approximates the actual food requirements of the individual. It encourages the saving of food. Men will purchase only the amount they can consume, and they soon learn to estimate approximately the quantity for a meal.

Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912,

of HARDWOOD RECORD, published semi-monthly at Chicago, Ill., for October 1, 1918.
State of Illinois,
County of Cook,
ss.

Before me, a Notary Public, in and for the State and county aforesaid, personally appeared E. H. DeFebaugh, who, having been duly sworn according to law, deposes and says that he is the Editor of the HARDWOOD RECORD, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of this paper for the date shown in the above caption, required by the Act of August 24, 1912, embodied in Section 413, Postal Laws and Regulations, printed on the reverse of this form, to-wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Name of Publisher—The Hardwood Company, 537 So. Dearborn St., Chicago, Ill.
Editors—E. H. DeFebaugh and E. W. Meeker, 537 So. Dearborn St., Chicago, Ill.

Managing Editor—E. W. Meeker, 537 So. Dearborn St., Chicago, Ill.
Business Managers—None.

2. That the owners are (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock):
E. H. DeFebaugh, 537 So. Dearborn St., Chicago, Ill.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are (If there are none, so state)—None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing all such stockholders and security holders who do not appear upon the books of the company as trustee, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest, direct or indirect, in the said stock, bonds, or other securities than that as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date of this statement is ———. (This information is required from daily publications only.)

(Signed) E. H. DEFEBAUGH, Editor.
Sworn to and subscribed before me this twenty-fifth day of September, 1918.

WARREN A. LATHROP,
Notary Public.

[SEAL.]

(My commission expires October 16, 1918.)

Will Analyze Production Conditions

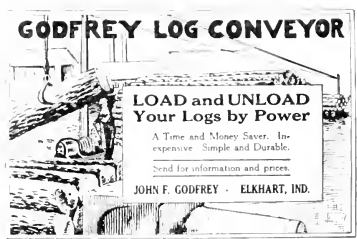
Every phase of the lumber industry relating to production costs, market and price conditions, is to be made familiar to lumbermen throughout the country by the National Lumber Manufacturers' Association. R. B. Goodman, acting president of the association in 1917, is chairman of the Bureau of Lumber Economics which has been organized. This bureau proposes to find out, among other things, the amount invested in the industry, how much timber there is in the country, and the amount owned and controlled by the industry, the value of the country's timber, and of timber controlled by the industry, cost of production, available supply of lumber as represented by stocks and production, and the supply col-

lected by the system, which and amount of inventory and the price paid.

Report on the conditions as found in the production, the various quantities, loss, and the cost of the same from 1912 to 1917, and the supply.

Baltimore Exports Show Advance

The 1918 exports of Baltimore for August from the port show that the increased output of the mills of Baltimore is not being met by a corresponding increase in the demand for the same. The total value of the exports for the month was \$105,730,000, as against \$105,730,000 for August, 1917. Some of the items, among them, pulp, paper, oak, etc., had an increase in value, while others, such as lumber, etc., were a year



GODFREY LOG CONVEYOR

LOAD and UNLOAD Your Logs by Power

A Time and Money Saver. Inexpensive. Simple and Durable.

Send for information and prices.

JOHN F. GODFREY - ELKHART, IND.

Wistar, Underhill & Nixon
PHILADELPHIA, PENNSYLVANIA
Manufacturers of CYPRESS and GUM



Have you seen any better Walnut logs than these?

Have you seen any better Walnut logs than these?

THEY all grow right in Indiana where hardwoods have always held the choicest farm lands. The best growth of timber as well as the best yield of wheat comes from good soil. The soundness of the log-ends shows that they fed on the fat of the land. My

Indiana Oak
comes from the same soil

CHAS. H. BARNABY
Greencastle, Indiana

For Greatest Range of Uses

and

Easiest Handling

buy the

Hoosier Self Feed Rip Saw. This machine has earned thousands of dollars for owners in the manufacture of dimension lumber, crating, etc., because its entirely novel design, resulting in surprising ease of operation and adaptability, makes possible a profit where a loss is often expected in this work. The

Hoosier Self-Feed Rip Saw

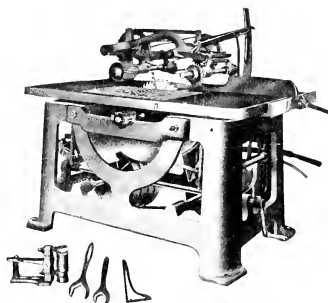
has a positive and powerful feed which handles the heaviest material as readily as the lightest.

The table, raised and lowered with the crank in front of the machine, is always level—always securely locked.

The Hoosier rips anything up to 6 inches thick and 17 inches wide. It feeds 35, 75, 100 or 150 feet a minute.

Manufactured exclusively by

The SINKER-DAVIS COMPANY
INDIANAPOLIS, INDIANA



The "HOOSIER," the rip saw which makes profitable dimension manufacture and grade refining at the mill possible. Hundreds of users already—you will be another if you will let us tell you all about it—Will you?

ago, and despite the statement made by exporters here that even damage had ceased to go forward, the showing made must be regarded on the whole as affording at least some encouragement. The demand for fir keeps up, as does that for spruce, although as against some recent months, a sharp drop is disclosed. Hardwood boards also went forward in considerable volume and implement handles appear still to have the call, being required doubtless for use by the American Expeditionary Force. Furniture is also to be placed in the class of war requirements. The statement for last August, as compared with the same month of 1917, is as follows:

	1918		1917	
	Quantity Feet	Value	Quantity Feet	Value
Boards, fir	687,000	\$48,931	48,000	\$2,971
Boards, elm	57,000	4,709	5,000	298
Boards, oak	110,000	7,487	39,000	1,580
Boards, white pine	.....	.....	32,000	2,355
Boards, poplar	425,000	24,343	.....	.....
Boards, spruce	314,000	24,245	516,000	\$3,669
Boards, hardwood	159,000	26,013	.....	.....
Other lumber	.....	5,797	.....	.....
Furniture	.....	6,048	.....	356
Implement handles	.....	11,221	.....	15,185
Other manufactures of wood	.....	6,500	.....	216
Totals	.....	\$77,193	.....	\$165,730

Hardwood News Notes

< MISCELLANEOUS >

The Castille Casket Company has been incorporated at Detroit, Mich., with a capital of \$75,000.

Other incorporations announced recently are: The Theodore Hirsch Company, Miami, Fla., to manufacture furniture, authorized capitalization \$50,000; the Black Locust Treval Company, Asheville, N. C., \$20,000 capital; the Plummer Adams & Walsh Company, Little Rock, Ark., \$15,000 capital; the Liberty Spruce & Pulp Company, Wilmington, Del., \$100,000. The name of the T. E. Mencken Saddle Tree Company, Denver, Col., is now the H. Ruwart Manufacturing Company.

The death is announced of Christian Hansen, president of the Wisconsin Wagon Company, Madison, Wis.

The stock of the Hillier-Deutsch Lumber Company, Kerrville, Texas, has been taken over by the H. Renschel Lumber Company.

Increases in capital stock have been made by Henry A. Lesh Lumber

Company, Jackson, Tenn., to \$24,000; Wilson & Greene Lumber Company, Syracuse, N. Y., to \$200,000.

The Raymond Table Company, Brooklyn, N. Y., has filed an involuntary petition in bankruptcy.

The Eagle Planing Mill Company, Wichita, Kans., the Western Millwork Company, St. Louis, Mo., and Chénault & Eades, Versailles, Ky., have sustained losses by fire.

Frank E. Stone of Stone & Hershey, Inc., Newark, N. J., has retired from that concern.

The Mason Wood Products & Toy Company, Spring Valley, N. Y., has gone out of business.

T. Powell and J. P. Franks have sold their interests in the Castor Creek Lumber Company, Castor, La.

The Southern Timber Products Company has been incorporated at Bay City, Texas.

W. F. Duhlmeier has withdrawn from Duhlmeier Brothers, Cincinnati, O. It is announced that Green & Knight Manufacturing Company, New Orleans, La., is liquidating.

The business heretofore carried on under the style of George B. Thayer & Co., Benton Harbor, Mich., is now known as Thayer & Co., an incorporated concern.

The Cofell-Prebuck Manufacturing Company, St. Louis, Mo., has lost its treasurer, Frank L. Cofell, by death.

The Wm. H. Wood-Webster Lumber Company has succeeded the Webster Lumber Company at Watertown, Mass.

At Holden, Ark., the corporation, the Superior Chair Company, has dissolved.

The Central Wisconsin Lumber Company has incorporated with \$100,000 at Beaver Dam, Wis., as has the Blue Grass Box Company at Winchester, Ky., with \$50,000 capital, and the Elmira Casket Company at Elmira, N. Y.

The firm of John Wenzel & Sons, Cincinnati, O., has assigned.

The Sherrill-Bryant Hardwood Lumber Company has gone out of business at Memphis, Tenn.

The Badger State Lumber & Lard Company has moved from Stevens Point, Wis., to Arnett.

The Gresham Veneer Company has been incorporated at Gresham, S. C., with a capital of \$3,000.

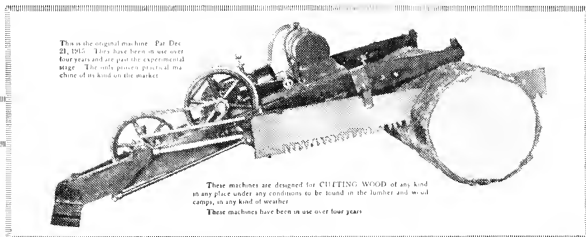
< CHICAGO >

There was an important meeting of northern manufacturers in the city a few days ago, the purpose of which was to confer with government officials regarding the extensive airplane veneer program which will call for vast quantities of northern hardwood veneer logs. Details of the

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

Vaughan PORTABLE GASOLINE Drag Saw

CAN BE USED WITH PROFIT
BY ANYONE CUTTING TIMBER



This is the original machine. Pat. Dec. 23, 1915. It has been known in use over four years and has passed the experimental stage. The only power saw on the market of its kind on this market.

These machines are designed for CUTTING WOOD of any kind in any place under any conditions to be found in the lumber and mill camps, in any kind of weather.

These machines have been in use over four years.

Save Two or Three Men; Save Eight or Ten Dollars; Save Many Hours' Worry
Every Day in the Week and Rest Sunday
ONE PRICE TO ALL **\$169.00** F. O. B. MEMPHIS NO DISCOUNTS

CHICKASAW COOPERAGE CO.

E. C. ATKINS & Co.
General Distributing Agents
Memphis, Tenn.
Atlanta, Ga. New Orleans, La.

GENERAL SELLING AGENTS
MEMPHIS, TENN.

J. C. PENNOYER CO., Chicago
Selling Agents, 226 La Salle Street,
Exchange Bldg., Memphis, Tenn.
Gassaway, W. Va.

meeting are given elsewhere. Among those present were Chas. A. Goodman, president of the National Lumber Association; R. B. Goodman, past acting president of the National Lumber Manufacturers' Association, and E. C. Dawley, prominent lumberman of Wisconsin, now in the procurement division of the Aircraft Board at Washington, D. C.

Announcement is made of an important purchase by a local lumber company, The Columbia Hardwood Lumber Company, Chicago, has bought property on Fullerton avenue, 73 feet west of Elston avenue, the dimensions being 482 by 201 by 272 by 340 by 103 feet. The property is acquired for yard purposes, the consideration being about \$75,000. The company, now located on Dominick street, will improve the property and erect a fine new office building on it.

It is announced that a group of Chicago men have reached the conclusion that direct water connection between Chicago and Mississippi river points is feasible, using wooden barges operating on the Illinois and Mississippi canal. Regular transportation line, boats and barges have been constructed and operation has already begun.

It is announced at the office of J. F. Hayden, secretary, and H. C. Humphrey, president, that the Northern Wholesale Hardwood Lumber Association will meet at Hotel Wisconsin, Milwaukee, on Friday, October 11.

John N. Willys has acquired control of the stock in the Moline Plow Company, Moline, Ill.

The capital stock of the Frain-Doud Manufacturing Company, this city, has been increased to \$100,000.

The Wright & Craycroft Company is reported in the hands of creditors. An involuntary petition in bankruptcy has been filed by the Maxtor Truck & Tractor Company, Harvey, Ill.

Among the prominent walnut men in the city recently were Ray E. Pickler of St. Louis, George W. Hartzell of Piquan, O., John N. Penrod of Kansas City, V. L. Clarke of Des Moines, Iowa, and L. C. Moschel of Pekin, Ill.

Frank Donnell of the Bodha Young Lumber Company and Donnell Brothers, Edinburgh, Ind., spent a day in the city last week on his way to Detroit.

Announcement has come from Cadillac of the fall meeting of the Michigan Hardwood Manufacturers' Association, which will be held at the Fort Shelby hotel, Detroit, on Wednesday, March 30. The usual important program will be followed out.

Hardwood Record announces with regret that the annual meeting of the Northern Lumbermen's Salesmanship Congress, which was to be held

at Antigo, Wis., on October 25, 26 and 27, has been postponed to an indefinite date. This is because of the great press of important events with which the lumber industry is connected, which takes so many leaders away from their desks that it is impossible to shape up a proper program by that date.

The September stock report of the Hardwood Manufacturers' Association of the United States has recently been issued and contains a complete report of stocks of hardwood and cypress for eastern mills and southern mills, showing green stock September 1; dry stocks September 1; amount sold September 1; amount unsold September 1; amount over-sold September 1 and amount unsold and over-sold on August 1. The report is very complete and voluminous and makes very interesting reading.

← NASHVILLE →

October opens with the market firm. There is not much local retail lumber business, owing to building restrictions, yet the building material people have held meetings here at the Chamber of Commerce and learned that for essential repairs, farm houses, additions, etc., permits up to \$2,500 will be allowed. All mills are active on hardwoods; the railroad situation is improved and labor scarce. Pick, handle and hardwood shipment stock in big demand.

The White Bluff Tye & Timber Company, Dickson, Tenn., has been incorporated by H. W. James, a few miles west of Nashville.

The Nemo Coal & Lumber Company, Jamestown, Tenn., was chartered a few days ago with a capital stock of \$100,000 to operate in upper middle Tennessee on lumber products. J. H. Hatfield, H. E. Zwickler, A. R. Davis, J. H. Satts and Tom Thornton.

← BUFFALO →

As the result of a visit to Washington on September 27 by a delegation of Buffalo lumbermen a clearer understanding was obtained as to the intentions of the government as to lumber shipments. A hearing was given by C. A. Prouty of the Railroad Administration, and Commissioner De Grooty of the Car Service Department. The lumbermen were advised that a committee will be appointed soon to look after the issuance of permits and that shipments would be facilitated. It would not be necessary to wait for permits to come from New York or Washington, but the work would be controlled. It was understood, of course, that preference would have to be given to war shipments.

The Fourth Liberty Loan campaign among the lumbermen is being looked after by a committee headed by Horace F. Taylor. The allotment

Harris, McHenry & Baker Co.
LUMBER AND MILL WORK
 Elmira, N.Y.

November
 9th,
 1915.

Paepcke Leicht Lbr. Co.,
 Chicago,
 Ill.

Gentlemen:-

We are using your Red Gum lumber in the manufacture of our high class interior trim and general planing mill work.

This gum is giving excellent satisfaction, being highly graded, soft texture, good widths and long lengths, also dry, straight and flat.

Respectfully,
 Harris, McHenry & Baker Co.

Dist.
 EKS/LG.

Of course it is true that

Red Gum

is America's finest cabinet wood—but

just as a poor cook will spoil the choicest viands while the experienced chef will turn them into prized delicacies, so it is true that

The inherently superior qualities of Red Gum can be brought out only by proper handling

When you buy this wood, as when you buy a new machine, you want to feel that you have reason for believing it will be just as represented.

We claim genuine superiority for our Gum. The proof that you can have confidence in this claim is shown by the letter reproduced herewith.

Your interests demand that you remember this proof of our ability to preserve the wonderful qualities of the wood when you again want RED GUM.

Paepcke Leicht Lumber Company

CONWAY BUILDING 111 W. WASHINGTON ST.
 CHICAGO, ILL.

Band Mills: Helena and Blytheville, Ark.; Greenville, Miss.

for the lumbermen is \$1,400,000 and of this amount \$250,000 was raised the first day.

The planing mill of H. Clark & Son, Corry, Pa., was destroyed by an incendiary fire on September 19. Other buildings and lumber were saved. The loss was \$10,000, partly insured.

The official report of the activity of the Erie barge canal is much more favorable to operations than was the case of a private report from a marine paper, which seemed to show that it was doing nothing. Up to August 15 the canal had carried 505,117 tons of freight, which is 80,000 tons more than was carried in the supposedly better year of 1915, when grain was plenty.

The new wooden canal-terminal building on No. 1 pier in the Erie basin has been ready for use for some time, but it could not be reached for traffic on October 1, as was hoped, because the railroad connection was not complete. It is believed, however, that the government will continue to improve the canal until it is up to its best possible efficiency.

The Curtiss Aeroplane & Motors Corporation has a contract with the government for 15,000 airplanes, which will be furnished at the rate of 100 a day when work is going in good shape. This is the largest contract for planes the government has given out. It will mean an addition to the factory force of about 8,000 workers and ought to create much activity in the local building industry, since there are not houses, apartments or rooms enough to accommodate any large number of new occupants.

◀ PITTSBURGH ▶

The Frampton-Foster Lumber Company last month bought 5,000 acres of oak and hardwood timber at White Sulphur Springs, W. Va., on the C. & O. railroad. It now has four mills working on this operation and also sixteen small mills cutting hardwood in western Pennsylvania and eastern Ohio.

Frank Smith, manager of the Miners' & Manufacturers' Lumber Company, reports business in hardwoods very quiet. Demand is slackening off the past two weeks, but even the industrial concerns are taking less lumber.

President J. C. Cottrell of the J. C. Cottrell Lumber Company, announces that his company has shut down one of its hardwood mills in the South and is running the other at only about two-thirds normal, owing to the embargo. Prices on hardwoods are keeping up pretty well in general, he says, and he expects that the embargo will later on result in general good.

President J. N. Woellett of the Aberdeen Lumber Company has just returned from a long trip among the gum and cottonwood mills of the Southwest. He reports many of them had off financially because of the recent embargo, for these mills cut lumber in order to pay interest, and

they cannot cut lumber unless they can load it. The Aberdeen has 10,660,000 feet of gum and cottonwood on piles and President Woellett looks for higher prices before spring, although just now there is a little slump.

H. E. Ast, manager of the Mutual Lumber Company, spent a few days among the hardwood plants in West Virginia lately. He found the mills with a fair supply of lumber, but a very short supply of labor.

◀ BOSTON ▶

Many familiar faces are missing in the local trade by reason of the serious epidemic of Spanish influenza prevailing in New England. On September 27 Alonzo H. Richardson of the A. H. Richardson Lumber Company of Boston and also the Mansfield Lumber Company, Mansfield, died at his home in Ashmont, aged fifty-four years. Another death noted is that of William A. Waterhouse at his home in Melrose on October 1, aged sixty-six. These well-known members of the lumber fraternity of Boston had been in active business until attacked by the fatal malady.

H. W. McDonough, president of the Massachusetts Wholesale Lumber Association, Inc., visited Washington on behalf of the New England trade, which resulted in a meeting at Boston on September 30, at which W. D. Kendall of the car service section and other traffic representatives arranged for a special committee on permits for New England to be located at Boston in the very near future. A formal protest at the opening of the Boston & Maine railroad for shipments originating and terminating on that road was sent to Washington on the ground of undue preference to shippers and customers happening to be in line for free shipment. This brought forth a telegraphic order from the car service section forbidding any general superintendent so opening his road without a controlled permit system as contemplated in the one-line-haul exception to the general embargo.

◀ BALTIMORE ▶

The campaign for the Fourth Liberty Loan is in full swing here, with pledges amounting to many millions already given, and with every indication that the city's quota, some \$64,000,000, will be subscribed in record time and greatly exceeded. As in other similar drives, the members of the lumber trade are taking a prominent part.

Work on the new saw mill being erected at Bogalusa, La., for the Magazine Hardwood Company, the manufacturing end of the wholesale hardwood firm of Richard F. Iser & Co., this city, is going on so rapidly that the plant will probably be in operation by December 1. Materials are being received under priority orders from the government, which arrange-

We Are Prepared to Furnish

PROMPT SHIPMENT

on

OAK TIMBERS

Cut to

SPECIAL SIZES

Up to 16-Foot Lengths

JAMES E. STARK & CO., Inc.

HARDWOOD LUMBER

BAND MILLS

MEMPHIS, TENN., DYERSBURG, TENN.

VENEER MILLS

MEMPHIS, TENN.

ment also facilitates the procuring of workmen. The company will manufacture gum timber, which is found in great abundance on the tract owned by the Great Southern Lumber Company, the latter doing the logging and delivering the logs at the mill.

When the new annex, which was brought into the city by an act of Legislature, sustained by the courts after a suit carried to the highest tribunal, comes to be developed, the plan will call for the erection of what are known as daylight houses, that is residences, every window of which opens on the outside and lets in plenty of daylight. Account will be taken fully of probable and possible future requirements, and everything will be done with due regard to necessities to come. The lumber trade is expected to benefit to a great extent from the development.

Among the visiting lumbermen here within the last few days was T. M. Ralston, representing William Horner, the extensive manufacturer of maple flooring and other materials at Reed City, Mich., with another plant at Newberry, the same state. Mr. Ralston stated that there had been quite a scarcity of the lower grade flooring largely because of the action of the government in taking extensive quantities of this lumber, and that the mills had also run short of rough stocks. But this need was being met more adequately, with every prospect that matters would soon be fairly normal again. He reported the demand generally to be quite good and said values were holding firm.

◀ COLUMBUS ▶

A contract has been awarded to Yoho & Moeckel, Akron, O., for the construction of seventy-five houses for government employes at this place. The work of construction has started.

Papers have been filed with the secretary of state changing the name of the E. L. Hendricks Lumber Company of Bowling Green to the E. L. Hendricks Company, and increasing the authorized capital from \$35,000 to \$55,000.

E. G. Dillow, H. B. Walker and O. H. Craft, formerly connected with the Brusher Lumber Company, Columbus, have organized the Franklin Lumber Company, with offices in the Joyce building.

R. W. Horton of the W. M. Ritter Lumber Company reports a good demand for hardwoods from manufacturing plants. Plants manufacturing boxes, implements and furniture are the best customers at this time. Recent embargoes are restricting deliveries to essential plants. Prices are firm all along the line.

The Columbus building department in a recent report shows that building operations during September 1918 were slightly better than during the corresponding month last year. During September, 1918, the department

issued 169 permits, having a valuation of \$261,155, as compared with 181 permits and a valuation of \$220,846 in September, 1917. For the nine months in 1918 the department issued 1491 permits, having a valuation of \$2,324,125, as compared with 1707 permits and a valuation of \$3,208,030 in the corresponding period in 1917.

◀ CLEVELAND ▶

Hardwood lumber interests have united this week with the Cleveland Board of Lumber Dealers in the effort of that organization to obtain an official of the car service section of the War Industries Board for Cleveland. A petition, requesting this appointment, has been drawn up, with the additional co-operation of the Chamber of Commerce, and Washington made acquainted with its requests accordingly. The claim is made that Cleveland, as one of the most important lumber centers of the country, will suffer delays incidental to the obtaining of permit from Washington, and that this will not only interfere with the transaction of the lumber business as a whole, but may reflect adversely upon the industries dependent upon it. Attention also is called to the fact that Cleveland is one of the largest war work producing centers in the country. All manner of materials for war use are now being produced here, and contracts involving the large use of hardwoods, such as trucks, truck bodies, chassis of automobiles, airplane parts, gunstocks and many other items are to be filled.

Some relief from the restrictions placed upon building operations is seen in the appointment of a Cleveland committee to supervise the issuing of permits, under the state and national committees of the War Industries Board. The committee includes E. W. Cunningham, building commissioner; J. A. Kilgus of the Kelley Island Line & Transport Company and F. H. Chapin of the Hydraulic Press Brick Company. This committee held its first meeting this week, and will have its plans shaped for working procedure within another week. Already it has issued some permits, held up others and rejected some more. Here also a tedious method is in effect, for the action of the local committee must pass through Columbus and Washington for approval.

◀ INDIANAPOLIS ▶

The Huntington Lumber Company, Huntington, whose plant recently was destroyed by fire, causing a loss of approximately \$100,000, has announced plans for rebuilding the plant. J. W. Morrison, head of the company, has announced that immediate steps will be taken to rebuild the plant, which will be as large, if not larger, than the one that was destroyed. The plans and specifications, however, for the structure have not been provided.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

The Showers Furniture Company, Bloomington, has received an order from the government for 6000 medicine chests of one design and 5000 of another design.

The sawmill and lumber yard of A. J. Sanders & Son at Whitaker, Ind., was destroyed by fire last week, causing a loss estimated at between \$20,000 and \$25,000. Large quantities of ash and walnut lumber and logs were destroyed. No insurance was carried.

The Jasper Veneer Mills, Jasper, have been incorporated with a capitalization of \$24,000. The directors are: John Gramel-spacker, Joseph F. Friedman and William E. Beckman.

Indianapolis furniture manufacturers have prepared to comply with the orders of the government calling for a fifty per cent in patterns, and practically the abolition of the use of steel and other metal equipment in domestic cabinet construction. Representatives of practically all the furniture manufacturing companies of the city recently held a meeting at which plans for placing into effect these changes were discussed.

EVANSVILLE

Ivory Beckman, a well known lumber dealer and planing mill owner, died at his home at Ferdinand, Ind., recently, at the age of seventy years. Several years ago he suffered a stroke of paralysis from which he never fully recovered. Mr. Beckman assisted in the organization of the Tri-State Retail Lumber Dealers' Association a few years ago and was one of the first directors of the association. He is survived by his widow and several children.

The Evansville Manufacturers' Association has sent an invitation to William H. Wilson, cabinet maker in President Wilson's cabinet, asking him to come here at some time in the near future to deliver an address on labor conditions. It is expected he will accept the invitation. New standing committees for the ensuing year have been named by the Evansville Manufacturers' Association.

It has just been announced that a labor surplus has been discovered in Evansville through the establishment of a card classification system to further the "work or fight" plan by the local employment bureau office. Although all of the Evansville manufacturing plants are in full operation, it is said that many calls for work are made at the employment office, which it is unable to fill. The class affected consists principally of men who own their homes here and are unwilling to leave the city. Up to this time little war work has been done in Evansville and a great demand is being made on employers for war work.

Lumber manufacturers, retail lumber dealers and owners of wood consuming plants have taken an active and prominent part in the Fourth Liberty Loan campaign that was launched on Saturday, September 28. The quota to be raised by the city of Evansville and Vanderburg county was fixed at \$6,238,000 and lumbermen were among the heaviest buyers of bonds. In many of the other towns and cities in southern Indiana and southern Illinois, the same work is being done in the big drive.

At the regular monthly meeting of the Evansville Lumbermen's Club that was held on Tuesday night, October 8, the lumber embargo was one of the principal things that came up for discussion. At the November meeting of the club the annual election of officers will take place and it is expected that George O. Worland, president, and William S. Partington, secretary and treasurer, will be re-elected.

The holding company of the Evansville sub-region of the Cincinnati regional on war contracts, will be known as the Ship Joiners' Association and will maintain a regular office in Washington, D. C. It was announced recently by Walter H. Linsell, Detroit, Mich., will be placed in charge of the office and he will be empowered to employ a naval architect and production expert to analyze work to be done on ships and to determine what portion can be done in plants in the sub-region. It is expected that the manufacturers of this sub-region will spend about one thousand dollars a month to get war contracts for Evansville and the surrounding territory. Oscar A. Kramer, permanent chairman of the Evansville sub-region, and president of the Sebelius Table Company, believes that with the organization that has been perfected more war work will come to Evansville in the future. Some of the large woodworking plants in Evansville have been working on war contracts for several months, but it is pointed out by the manufacturers here that the city is not getting its full share of the war work as compared to some of the cities in the East.

LOUISVILLE

Louisville hardwood men came to bat in fine shape with the Fourth Liberty Loan. A large number gave a great deal of time to active campaign work, while the trade as a whole was in the first rank of the subscribers. A few of the concerns known to have gone 100 per cent for every employe were W. P. Brown & Sons Lumber Company, Edward L. Davis Lumber Company, and the W. R. Willett Lumber Company. The Highland Park branch of the Wood-Mosaic Company, of New Albany subscribed \$10,000 to the loan, the employes subscribing \$6,000, while the New Albany plant subscribed for \$40,000, and the plants at Huntington, Cincinnati and other points also went to bat.

A meeting of the Louisville Hardwood Club was held last week, the evening being given over to discussions concerning the embargo regula- tions. T. M. Brown, Harry Norman, Harry Kline, Edward L. Davis and R. R. May, were the principal speakers.

The George Krime Coopera Company, Lebanon, Ky., recently filed a voluntary petition in bankruptcy, listing assets of \$5,750, and liabilities of \$7,000, the latter consisting principally of material bills.

The Buckhorn Coal & Lumber Company, Buckhorn, Ky., has filed amended articles of incorporation, listing a new capital of \$250,000, an increase of \$100,000.

The E. L. Hendricks Lumber Company, Bowling Green, Ky., has filed amended articles of incorporation increasing the capital stock from \$35,000 to \$50,000, and changing the name to the E. L. Hendrick Company.

Leo Smith, Sasstown, Ky., near Whitesburg, and others have closed a big timber lot of about 1,000 acres of hardwood on Currs Fork in Knott County, and plan development there in 1919.

K. K. Ely and others of Whitesburg, Ky., have purchased standing timber on Cowan Creek, near Whitesburg, and plan early developments.

TEXAS

The lumber holdings and plants of the Fenton Lumber Company, Nona, and the Village Mills Company of Fletcher have been taken over by the Nona-Fletcher Lumber Company, a concern capitalized for \$400,000 for that purpose. There was no new capital involved in the deal, the stock representing the assets of the two companies. J. B. Hooks of Kountze became president; Oswald S. Parker, Houston, vice-president; W. J. Brackin, Fletcher, general manager; C. B. Marsgall, Nona, assistant general manager; P. S. Wiggins, Kountze, secretary; Thos. J. Bata, Beaumont, treasurer, together with W. D. Gordon, Beaumont, forming the board of directors. The new company will control about 50,000,000 feet of yellow pine and hardwood.

For the purpose of constructing four 2500-ton barges for the government the Nexas Shipbuilding Company has been organized. The company is capitalized at \$100,000. About 30,000 feet of hardwood will be used in each barge.

Beaumont lumbermen are playing a prominent part in raising Beaumont's quota of \$2,275,000 for the Fourth Liberty Loan. The majority of the lumber companies purchased bonds and allow their employes to pay them out on the weekly installment plan.

D. H. Murphy, who has had charge of the hardwood department of the Keith Lumber Company for some time, has accepted a position as sales manager of the hardwood department of the Beaumont Lumber Company. Mr. Murphy has had twelve years' experience in this department.

MILWAUKEE

Word has been received in Milwaukee that Frank N. Snell, formerly a prominent lumberman of Milwaukee, and later located at New Orleans, La., has organized a new company under the name of Frank Snell Saw Mill Company, with a capital stock of \$400,000, with headquarters at Council Bluffs, where a large plant has been purchased and is now being remodeled and enlarged. Mr. Snell is president and treasurer of the company and the other officers are: Vice-president, Frank R. Pierce, Louis Werner Saw Mill Company, St. Louis; secretary, Louis R. Feudig, Jacksonville, Fla.; directors, T. B. Cook, Cooksburg, Pa.; John Alexander, Chicago; W. K. DePass, New Orleans, and Jay E. Rice, assistant secretary and treasurer.

The Phoenix Chair Company, Sheboygan, Wis., is building an addition to its plant to be used as a dry-room.

The Luthern B. Smith Company, Sturgeon Bay, Wis., which recently undertook government contracts for the construction of three 100-foot wooden tugs, has been granted an additional contract for nine vessels of the same description. This will require considerable enlargement of its plant and yards. The first keel on the original order was laid July 25 and the boat will be launched October 15 or 20.

The Manitowoc Church Furniture Company, Waukesha, Wis., is filling an order for 50,000 desks for the hospital service. This is the largest government contract that the company has undertaken and will require a large part of the capacity for several months, with an enlarged working force.

The Brinsley Veneer Company, Escanaba, Mich., after several months of effort, has been assured by the common council of that city that it will make adequate provision for fire protection. A four-inch water main will be laid from the nearest hydrant as soon as practicable.

The Northwest Engineering Works, Green Bay, Wis., which is building thirteen tugs for the Emergency Fleet Corporation, has taken a second contract for twenty-one similar craft, the entire number to be delivered before October 1, 1919. The two orders are about equally divided between wooden and steel hulls.

News comes from the upper peninsula of Michigan that the Eddy Lumber Company, Lake Linden, has disposed of 40,000,000 feet of standing timber and 2,500,000 feet of logs in the Miskery river district on the south shore of Lake Superior, to Charles Hebbard & Sons, Inc., Pequaming, Mich. The timber consists of hardwood and hemlock. The Hebbard company will log and raft the timber more than 100 miles along Lake Superior and through the Portage Lake waterways and Keweenaw Bay to its mill. The Eddy company still retains about 7,000,000 feet of standing hardwood and hemlock in the Boatjack district.

The government's request for black walnut timber, logs and bolts is meeting with a most responsive in all parts of Wisconsin. The Association of Commerce at Madison has rounded up thirty carloads among the farmers of Dane county and environs, and two carloads recently were

RED GUM

100M' 4 4 No. 1 Com.

PLAIN

12M' 8 4 FAS

PLAIN

3M' 8 4 No. 1 Com.

PLAIN

100M' 4 4 No. 1 Com.

QUARTERED

15M' 8 4 FAS

QUARTERED

8M' 8 4 No. 1 Com.

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shipped from Monroe, Wis. In Milwaukee county a survey made by the Boy Scouts shows that there are 3,200 black walnut trees which can be used for a selection of timber for government needs. Cutting of this supply will be started as soon as wood is received from Washington.

W. W. Brown, who has served the Hamilton Manufacturing Company, Two Rivers, Wis., as a lumber expert for many years, has resigned to accept a position with the government as a purchasing agent and inspector of hardwood material for war needs.

The Spies-Thompson Lumber Company, Marinette, Wis., and Menominee, Mich., on October 1 found it necessary to reduce operations because of a shortage of logs and a lack of men to maintain production at the rate in effect during the summer months. For several days the plant was practically closed down, but arrangements were made whereby operations could be resumed on at least a partial scale by a gradual replenishment of the log supply.

Lieut. Carlton Smith, in private life vice-president of the Menasha Woodmen Company, Menasha, Wis., recently spent ten days at his home in that city before taking up active work as an instructor at Camp Meade, Md. Lieut. Smith went to France a year ago with one of the first American contingents and saw many months of hard service in the front lines. In September he was detailed back to America to instruct new units being trained for overseas service.

The steam yacht *Corvina*, for many years the pleasure craft of the late ex-Senator Isaac Stephenson, Marinette, Wis., has been sold by his estate to Nelson & Freese, Green Bay, Wis., who intend to rebuild the vessel and use it for commercial purposes. The yacht is 128 feet long and was built in the Detroit river in 1885. It was taken out of commission about two years ago because shipyards on the Great Lakes were so busy on government contracts that they could not handle private repair work.

Arthur J. Woodcock, son of Charles H. Woodcock, formerly a widely known lumberman of Rhinelander, Wis., has been commissioned a second lieutenant at Camp Grant, Ill. Lieut. Woodcock moved from Rhinelander with his parents four years ago to Portland, Ore., where his father now is acting as government inspector of Indian reservations for Washington and Oregon.

Sawmill and lumber manufacturing plants at Wausau, Wis., have been notified by the common council that hereafter they will be obliged to pay increased rates for water supplies for sprinkler system and other fire protection purposes. The minimum charge for each plant per month is \$6. Plant owners have fought the charge for several years, on the ground that it was unfair and discriminatory that they should pay for the privi-

lege of giving a public service. However, the Wausau councilmen now intend to enforce the order with the support of the Railroad Commission of Wisconsin.

The Hardwood Market

< CHICAGO >

The Chicago trade is beginning to get straightened out in a measure on embargo matters and is finding practical demonstration that the purpose of the embargo order was not to harm the lumber trade, but to provide regulatory measures that would afford means of properly governing markets where they were not strictly essential. The local factory business operating on goods not closely allied to the war program, is inactive, buying neither plentifully nor regularly of the grades going into non-essentials. On the other hand, Chicago factories are taking on more and more contracts and sub-contracts connected with the war, and the local markets are providing a constantly increasing outlet for hardwood stocks. Prices are showing encouraging firmness in spite of influences in the other direction.

< BUFFALO >

A state of unsettlement as well as quiet prevails in the hardwood trade. Some shipments are being made under permits, but the demand has fallen off considerably on account of the railroad embargo. Wholesalers believe that a fair trade will be carried on during this month, though a good many customers are already fairly well provided with stocks bought some weeks ago. The embargo did not take the trade entirely by surprise, though it arrived a little sooner than it was looked for. Buffalo yards were pretty well provided with stocks.

< PITTSBURGH >

Hardwood matters are very lax at present, although there is more doing in this line of lumber business than in any other. The government demand for walnut, ash and locust timber is, perhaps the feature of the business. Highest bid trade is limited chiefly to the current needs of steel concerns and other big industrial plants in tri-state territory. Furniture and automobile manufacturers are buying little, and yard demand amounts to practically nothing. Railroad inquiry, too, is very spasmodic.

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and orders are extremely irregular, owing to the fact that so many projects are held up. The hardwood man has a very limited field to till at present. He is mighty well content not to lose any money these days and has long since given up hope of making any big profits this year. This is, of course, the average wholesaler in hardwood who has not been favored with a lot of good government business direct or indirect.

The only big subject of conversation among wholesalers is the recent embargo. Advice received from a lot of them today indicate that many mills are going to be put out of business before January unless some relief is experienced soon. This applies especially to those manufacturers who are working on mill and timber contracts.

—< BOSTON >—

The hardwood trade in this district continues generally good for stocks on hand and available for early delivery. Special requirements affording proper authority references are numerous and much sought after to make up for the fast declining domestic demand. Prices for nearly all items, both war and commercial needs, remain firm and high. Whatever predictions have been formed from conferences or announcements by the Railroad Administration have tended to the belief that it is the program of the authorities to permit everything possible with reasonable construction as to essential usage, subject to the limitations in carrying capacity of the lines.

—< BALTIMORE >—

The hardwood trade is spotty, with the movement restricted in consequence of the freight embargoes imposed once more in this section, and with the shippers troubled to get permits. The dealers are able to make sales when they find themselves in a position to fill orders, though even in this respect a slowing up has occurred. The effect of the raising of the previous embargo is plainly seen in the trade, the removal of the interference with shipments having resulted in many of the buyers getting more lumber in hand at one time than they usually hold, and it brought about a measure of congestion at final points of destination. Of course, the hardwood users who find themselves with ample stocks available, feel no incentive at present to augment their holdings and prefer to wait until some of the accumulations have been worked off. The government is not disposed to encourage shipments unless they are essential. At times permits are forthcoming in considerable number and then again the bars are raised, so that little lumber gets through, which makes the distribution uncertain and fitful. Nor is it possible to determine with any measure of accuracy what the near future may bring forth. All of the usual indications are wanting and there is nothing to guide either the manufacturers or the wholesalers as to the requirements of the near or more distant future. Despite all of these drawbacks, however, the range of prices is well sustained. Important advances have not been recorded, and the sellers adhere firmly to the figures that have prevailed, and buyers show an active interest in the offerings. Of course, the output of the saw mills is held down to moderate proportions because of the shortage of labor, which is especially acute in the South. No danger is feared that production will run far ahead of requirements, limited as these are. Stocks that find some application in war work, of course, receive the preference both from the producers and from the distributors, and are being drawn upon as freely as could be expected under the circumstances. The lower grades of maple flooring have been taken quite freely by government representatives, and something like a shortage in this division of the market is reported, though, according to the latest information, the mills are again making progress and there is promise that they will catch up. As for exports, they continue to lag in the most pronounced way, but even there a gain as against a year ago is to be noted.

—< COLUMBUS >—

The hardwood trade in Ohio territory has ruled firm during the fortnight. Buying has been pretty fair, although further restrictions on business, made by federal authorities, are having a bad effect. Practically all of the hardwood shipped into Ohio territory is now on essential orders, and as a result some shipments have been stopped. The tone of the market is good.

Most of the buying is being done by factories. Concerns making boxes, furniture and implements are still good customers. Stocks in the hands of manufacturing establishments are not very large. Retail buying is practically shut off by the recent embargo against shipping north of the Ohio river, except for essentials. Retail stocks are fairly good and in most cases adequate for the present.

Prices are firm at the levels which have prevailed for some time and every change has been toward higher levels. In some cases a slight advance is paid if shipment can be made promptly. Oak is strong and higher grades are in the best demand. Basswood, chestnut and poplar are moving well. Ash is quiet and other hardwoods are unchanged.

—< CLEVELAND >—

Probably the most significant factor in connection with the hardwood market situation here is that at the present rate for the balance of the year building operations in Cleveland and vicinity will show only 25 per cent of the amount of business done during 1917. This figure is far below even the most pessimistic views of the trade as expressed late last

winter, when it was generally thought that at least 60 per cent of 1917 business would be done in 1918. The government restrictions combined with the lack of funds available in banks for building purposes, are the two causes responsible for this poor showing in building. The direct reduction upon the hardwood industry, therefore, has been to curtail to the smallest possible margin the amount of material going into consuming channels. With the house building program so limited, hardwood interests find themselves unable to use their principal outlet for their material, and they have had to turn their attention to business elsewhere. This is being partly offset now by firms doing government work, such as factory additions, trucks, automobile bodies and parts. This means that much heavy material, such as oak timbers, low prices of flooring, oak, poplar and similar woods for the truck industry, are being absorbed. Significantly enough there is nothing to indicate a reduction in prices at this time. There is not such a surplus of stocks in hardwoods as in other lumber, and with the approach of winter and the consequent possibility of reduction in receipts, holders here are not keen to unload at low prices to stimulate business.

< INDIANAPOLIS >

Every indication points to the fact that there will soon be a radical change in conditions surrounding the hardwood lumber industry in this territory. It is now practically assured that a new hardwood demand of immense proportions is to soon show itself as a result of plans for government work at Fort Benjamin Harrison.

The government is preparing to spend \$3,000,000 there in the building of what will be one of the largest hospitals in the world. The building will be two stories in height and will extend for 4000 feet, being about 2200 feet wide. Wood construction with metal and wood lath and stucco is to be used. Tentative plans for this work have been announced at Washington, but it is not generally known that a construction quartermaster is already on the field to place the plans in operation as soon as the designs are definitely decided upon.

The building of such an immense structure cannot help but change the hardwood situation in central Indiana, but as yet lumbermen are unable to tell just what the demand will be. It is known that much of the material will be ordered direct from the mills and that deliveries will be made on government orders. It is expected that the retail trade of Indianapolis will be called upon from time to time to supply such materials as are not immediately available.

At this time there is no change in the hardwood situation. War demands continue to form the bulk of the business. Car conditions have been somewhat favorable and the mills have been successful in laying in very large supplies of logs for the winter. There has been an immense falling off in the demand from all the customary sources of trade, but war orders are more than making up for this loss. Prices remain at old levels.

< EVANSVILLE >

There has been some improvement in the hardwood trade during the past two weeks. Both orders and inquiries have been coming in nicely, which leads manufacturers to believe that October, November and December will bring in a nice volume of trade. The demand for the best grades of hardwood lumber, especially those wanted by the government in the making of war materials, has been good for some time. The demand for quartered white oak is especially strong and plain white oak has been picking up some. Gum is stouter than it has been and hickory is strong. Walnut is fair, the grades wanted by the government for war work being in excellent demand. Maple and elm are in good demand. Poplar is strong and hard to get. Quartered sycamore is in fairly good demand, ash is strong and cottonwood is moving briskly. Prices are holding firm and there is a tendency for some grades to advance in price.

The retail trade is slow, as it has been all season. Planing mills are doing little outside of some repair work, and sash and door men say that things are as about as dull as they could be. Yellow pine dealers report trade slow. The various wood-consuming plants in and near Evansville are in the main being operated on full time. Veneer manufacturers report an active trade. Some of the plants expect soon to start running on day and night schedule. New factories are busy and wagon plants have been doing a great deal of government work during the past few months. Crop conditions are promising. A large yield of corn is expected in this section and farmers have just finished sowing a large acreage of wheat.

< MEMPHIS >

Demand for hardwood lumber is fairly active, but permits, while coming through more rapidly, are still rather slow and their absence is materially restricting shipments into the territory north of Potomac and Ohio rivers and east of the Mississippi. It is anticipated that there will be an increase in the near future in the rate at which these documents come forward and increase in the quantity of lumber sent into the territory mentioned. A better understanding of the order of the War Industries Board exists, as well as a greater desire on the part of hardwood interests to cooperate with the authorities at Washington, but it is recognized that there will be considerable difficulty attending business. Further modifications of the order are being sought with a view to smoothing the difficulties. Shipments of commercial lumber are below normal, partly because permits cannot be secured and partly because, where they are secureable, they are

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1 1/2" No. 2 Com. & Bfr. Soft Elm	20,000'
1 1/2" No. 4 Com. & Bfr. Soft Elm	20,000'
1 1/2" No. 1 Com. & Bfr. Birch	81,000'
1 1/2" No. 1 Com. & Bfr. Birch	100,000'
6" No. 2 Com. & Bfr. Birch	51,000'
8" No. 2 Com. & Bfr. Birch	51,000'
1 1/2" No. 3 Com. Birch	30,000'
1 1/2" No. 1 Com. & Bfr. Maple	270,000'
1 1/2" No. 1 & No. 2 Com. Maple	210,000'
8" No. 2 Com. & Bfr. Maple	10,000'
8" No. 2 Com. & Bfr. Maple	31,000'
10" No. 2 Com. & Bfr. Maple	58,000'
12" No. 2 Com. & Bfr. Maple	30,000'
14" No. 3 Com. Maple	30,000'
1 1/2" No. 2 Com. & Bfr. Soft Maple	130,000'



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delayed in reaching shippers. Government requirements are being filled as rapidly as possible, and firms working on orders that are coming directly from the government are not having to secure permits. All shipments indirectly for the government, however, must be accompanied by permits, and it is here that the greatest slowing down of business is noted.

There is no material change in hardwood prices. Owners say there can be no recession for the reason that the stock now offering is held at prices that represent little more than the cost of production, and prices cannot be cut without involving actual loss and without going under figures representing replacement cost of present holdings.

Stocks of hardwood lumber are larger than a month ago, but with the exception of cypress are rather below normal, and production is tending toward decrease. Logging operations are being materially curtailed since the issuance of the embargo order, and some manufacturers are preparing to reduce output if they do not actually close their plants. This attitude on their part is expected to have material bearing on the future supply of hardwood lumber available for use of the government as well as for essential industries.

< LOUISVILLE >

The general commercial demand for hardwoods has been somewhat off as a result of the embargo, as buyers are unwilling as to just how to proceed. However, government buying continues active, and as a whole the demand is fairly good, although shipments from the South are much curtailed. Counting the material moving into unrestricted districts and Canada it is estimated by many millmen that not more than fifty per cent of the usual volume of shipments are moving. The auto manufacturers and all cabinet and furniture manufacturers are buying light. The demand from truck and wagon makers continues good. It is reported that more naval requirements are being heard from in this section than for some time.

There is an excellent demand for almost all grades of poplar, FAS being especially active. Hard maple is somewhat better, and thick plain oak is a good item. Quartered oak like quartered gum is dull. Plain gum and low grades are fairly active. Chestnut is not so strong as it was. Ash is growing downright scarce and hard to secure, but is in excellent demand. Sycamore and bench are not showing much. All veneers are active, although restrictions are beginning to be felt.

< BEAUMONT >

Some hardwood deliveries are being made, but mill men and wholesalers say they know nothing about a market, consumers buying just what they actually need at the established prices and that is an end of it.

The most menacing question before the Texas hardwood men is a movement to make some substantial increases in intrastate freight rates. This would not worry them particularly did not the same order propose to abolish the rate on lumber for manufacturing purposes and on logs. At a meeting held in Houston the lumbermen appointed a committee to prepare data to be submitted at the hearing in Dallas Oct. 15, and will have competent legal assistance to take care of that end of the question.

The government is using the major part of the cut of the Texas hardwood mills and they are disposing of their production with little effort. The northern embargo, which spread consternation in hardwood circles, has been satisfactorily cleared up and mill men report that they are getting a few cars through north of the Ohio, but it takes some time to get a permit.

The restrictions on buildings have already cut the local activity 50 per cent, and reports from over the state indicate that in some sections where it is not necessary to house shipbuilders or people engaged in government work, building has practically stopped. With little building going on, hardwood men expect a decrease in the demand for furniture stocks.

< MILWAUKEE >

Inasmuch as almost every hardwood lumber manufacturer in Wisconsin and upper Michigan is devoting from 75 to 100 per cent of capacity to direct and indirect government contracts, the effect of the lumber embargo recently promulgated is not so drastic as it otherwise would be. The entire lumber industry is rapidly readjusting itself to the changes made necessary by the new rules, and it has been found that there is but little curtailment of production.

At this time the most important problem confronting the trade is to obtain an adequate supply of labor for woods operations during the coming winter. It already is apparent that logging next winter will be sharply restricted by the lack of help, and some companies are figuring that their input will not be more than 50 or 60 per cent of normal. Hopes are entertained, however, that it may yet be possible to get enough men to maintain logging operations on the scale demanded by government and other business at mills. On the whole, however, the situation is not regarded as favorable.

The aircraft program of the government has increased the demand for hardwoods to a considerable extent in recent weeks. Requirements of black walnut are especially urgent. This, of course, means more or less of a combing of all parts of the state, rather than a quantity production in any particular district, and for this reason does not represent a large part of the business of hardwood manufacturers.

In general, business continues fairly active and prices are steady to firm on most items.

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Boyle, Inc., Clarence	53
Buffalo Hardwood Lumber Co.	4
Cobbis & Mitchell, Inc.	3
East Jordan Lumber Co.	25
Elias, G., & Bro.	4
Fathauer, Theo. Company	1
Hoffman Bros. Company	7-28
Jackson & Tindle	1
Jones Hardwood Co.	50
Kneeland-Bigelow Co., The	3
Mason-Donaldson Lumber Co.	2
McVain, J., Gibson, & Co.	2
McLean, Hugh, Lumber Co.	4
Miller, Sturm & Miller	4
Mitchell Bros. Co.	3
Mowbray & Robinson Co.	7-16
Palmer & Parker Co.	1
Stack Lumber Company	47
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Stearns Salt & Lumber Co.	6
Stinson, J. V.	7-56
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Taylor & Crate	4
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Von Platen Lumber Company	53
Wheeler-Timlin Lumber Co.	36
Wilson Bros. Lumber Company	4
Wistar, Underhill & Nixon	29
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Yeager Lumber Company, Inc.	4
Young, W. D., & Co.	3

OAK.

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POPLAR.

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Brown & Hackney, Inc.	10
Brown Land & Lumber Co.	12
Brown, W. P., & Sons Lbr. Co.	10
Darby, H. W., Hdw. Lumber Co.	11
Darnell, R. J., Inc.	12
Dooley, F. T., Lumber Co.	13
Ehemann, Geo. C., & Co.	12
Evans, G. H., Lumber Co.	10
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Miller Lumber Co.	7-45
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Paul, Jordan & Mackowen	10
Pritchard-Wheeler Lumber Co.	7-12
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Stinson Veneer & Lumber Co.	12
Thane Lumber Co.	12
Thompson-Katz Lumber Co.	11
Three States Lumber Company	7-56
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American Lumber & Mfg. Co.	7-17
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Aroher Lumber Co.	5
Arlington Lumber Company	7-46
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Brown Land & Lumber Co.	12
Brown, W. P., & Sons Lbr. Co.	10
Brown & Hackney, Inc.	10
Buffalo Hardwood Lumber Co.	4
Catlin, R. H., Company	50
Crate, C., & Co.	48
Crenshaw-Gary Lumber Co.	10
Darby, H. W., Hdw. Lumber Co.	11
Darnell, R. J., Inc.	12
Davis, Edw. L., Lumber Co.	12
Dooley, F. T., Lumber Company	13
Dudley Lumber Company	12
Ehemann, Geo. C., & Co.	12
Elias, G., & Bro.	4
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Lawrence, F. J., Lumber Co.	14
McVain, J., Gibson & Co.	2
McLean, Hugh, Lumber Co.	4
Memphis Band Mill Company	7-11
Memphis Hardwood Flooring Co.	12
Miller, Sturm & Miller	4
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Richardson, A. M., Lumber Co.	4
Ruse & Burgess, Inc.	10
Salt Lake Lumber Company	10
Southwestern Lumber Co.	10
Standard Hardwood Lumber Co.	4
Stark, James E., & Co.	11-42
Stern Lumber Co.	10
Stinson, J. V., Hardwood Co.	5
Stinson Veneer & Lumber Co.	12
Sullivan, T., & Co.	4
Swain Beach Lumber Co.	7-16
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Thane Lumber Co.	12
Thompson-Katz Lumber Co.	11
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Wilson Bros. Lumber Co.	6
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Alfred P. Buckley	50
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Mason-Donaldson Lumber Co.	2
Memphis Hardwood Flooring Co.	12
Mitchell Bros. Company	3
Salt Lake Lumber Company	10
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SAWS, KNIVES, ETC.

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EMPLOYES WANTED

EXPERIENCED BOX SAWYERS,

Steady work year round. Good pay, climate and working conditions. Address

G. ELIAS & BRO., INC., Buffalo, N. Y.

WANTED—MAN

Not subject to draft with lumber experience in cypress and gum, qualified to handle retail orders, no necessary bookkeeping, small yard and sawmill combined. Write

HAYES LUMBER CO., Hayes, La.

EXPERIENCED BOOKKEEPER

Wanted for sawmill in Louisiana. State age, experience, salary, whether subject to draft, references, and when you could start to work.

Address "BOX 96," care HARDWOOD RECORD.

EMPLOYMENT WANTED

SALES MANAGER

wants position. Fifteen years' experience. Married, 32 years old. Address, "BOX 99," care HARDWOOD RECORD.

SALES MANAGER

wants position with lumber or veneer manufacturers. Fifteen years' experience in lumber business. Good references. Address, "BOX 100," care HARDWOOD RECORD.

LOG BUYER

wants position. Thoroughly experienced in buying black walnut logs. Address "BOX 102," care HARDWOOD RECORD.

TIMBER ESTIMATING

TIMBER ESTIMATING—LOGGING ENGINEERING

My reports cover every phase of timberland development. My cruisers and engineers are experienced in tropical timber as well as that of the U. S. and Canada.

D. E. LAUDERHURN, Forest Engineer,
158 Fifth Avenue, New York, N. Y.

MACHINERY FOR SALE

FOR SALE VENEER MILL EQUIPMENT

Three (3) Smith, Myers & Schuler veneer saws; 15 sets of segments; all dry kiln equipment; two (2) one hundred horsepower Sinker Davis boilers, which are practically new; one (1) one hundred twenty-five horsepower Sinker Davis engine, practically new; one (1) two hundred thirty-volt dynamo; one (1) 6x7 upright engine, and other minor equipment. This machinery will be sold as a whole or in part. DIAMOND VENEER CO., Edinburg, Ind.

All Three of Us

FOR SALE

Electric power plant, now on skids at Rowline, Kentucky, can ship quick. Recently overhauled and is in perfect working order. Price \$6,750.00 (c. o. b. cars Rowline, Ky., sight draft and 1/4 L. attached. Can be inspected any time.

1 General Electric Curtis Turbine—unit consisting of:

Generator: 1,750 K. W. General electric vertical, 3 phase, 60 cycle, 2300 or 440 volts, 1800 RPM.

Turbine: 750 K. W. condensing 1500 RPM K. W. Non-condensing Curtis vertical, 1800 RPM 150 lbs. steam pressure at throttle, 28" vacuum.

Above complete with all piping equipment. LENOX SAW MILL COMPANY, Lenox, Ky.

LOGS WANTED

WANTED—BLACK WALNUT LOGS

500 cars good black walnut logs, 12" and up in diameter, 5 ft. and up long. Will inspect at shipping point and pay cash.

GEO. W. HARTZELL, Piqua, Ohio.

WANTED—BLACK WALNUT LOGS

For Government Work.

Will inspect when loaded and pay cash.

THE STEELE-ALDERFER COMPANY,

Cuyahoga Falls, Ohio.

WANTED

Quartered White Oak Filitches.
NATIONAL VENEER & LBR. CO.,
Indianapolis, Ind.

WANTED

Willow logs 13" and over in diameter.
FLOTTORP MFG. CO.,
4611 West 12th Street,
Chicago, Ill.

LUMBER WANTED

WANTED—BASSWOOD

No. 2 and better, 4/4, for spot cash.
Address "BOX 91," care HARDWOOD RECORD.

LUMBER WANTED

FOR GOVERNMENT WORK

The daily Bulletins of the Lumbermen's Bureau, 809 Munsey Bldg., Washington, D. C., contain rich inquiries for all character of Hardwoods for government departments and government contractors with lists of new contracts, prices, etc. Write for free sample bulletins.

WANTED FOR CASH

2 cars 10/4 PAS & No. 1 Com. green Indiana or Michigan Rock Elm.
JOHN I. SHAFER HARDWOOD CO.,
South Bend, Indiana.

WANTED

20 cars 6/4 log run elm; 10 cars 4/4 clear faced quartered white oak strips, 3, 4, 4 1/2 and 5" wide. Quote delivered prices on each grade L. o. b. cars Thomsville.
T. J. FINCH & BROTHER,
Thomsville, N. C.

Will Be Benefited if You Mention HARDWOOD RECORD

MANUFACTURERS TAKE NOTICE

We are always in the market for hardwoods and white pine. Please mail us your price and stock lists.

R. H. CATLIN CO.,
Equitable Building, WILMINGTON, DEL.

WANTED TO BUY

Hard and soft wood Slabs and Edgings, 12", 16", 24", 30" and 48" for fuel wood. Also Charcoal. Write COVET-DEBRIAN COAL CO., 431 S. Dearborn St., Chicago.

BUTTERNUT WANTED

10,000 ft. 6/4, 5,000 ft. 4/4 No. 1 Common & Better. Delivered Boston—cars guaranteed. JAMES & ABBOTT COMPANY,
No. 155 MKR Street, Boston, Mass.

DIMENSION STOCK WANTED

WANTED TO BUY

5 cars 2x2-30" Clear Oak Squares.
5 cars 2x2-19" Clear Oak Squares.
5 cars 1 1/2 x 1 1/2-19" Clear Oak Squares.
10 cars 1 1/2 x 1 1/2-20 and 40" Clear Oak Squares.
5 cars 1 1/2 x 2 1/2-5" clear Oak.
5 cars 1 1/2 x 2 1/2-5" clear Oak.
10 cars 1 1/2 x 2 and 2 1/4-40" clear Oak.

Write for orders to cut. We are always in the market.

THE PROBST LUMBER CO., Cincinnati, Ohio.

TIMBER FOR SALE

TIMBER FOR SALE

White and Red Oak Timber on 6,000 acres of land bordering on Mississippi river with T. & P. R. R. running through it. Price \$6.00 per acre with 5 yrs. to move it. For further information address
J. F. MITCHELL,
Asbridge, Concordia Parish, La.

TIMBER LANDS FOR SALE

TIMBER AND LAND FOR SALE

5,000 acres Maple, White Pine, Spruce, Hemlock, Birch, Balsam and Cedar. Land is level and gently rolling; good soil. Timber easily logged; close to railroad, near Soo Junction, Upper Peninsula, Michigan.
Owners are part in hands of an Estate, part retired business men. Price \$35.00 per acre; will warrant an investment to resell to double money. If operated money could be doubled many times.

Will give time to estimate and look property upon payment of forfeit. Will guarantee our estimates. Without doubt the best buy in Michigan. Interested parties write at once to
H. F. BOUGHNEY, Traverse City, Mich., for terms, estimates, maps, etc.

LUMBER FOR SALE

ALFRED P. BUCKLEY Lumber Commission

932 N. Broad St., Philadelphia, Pa.
Will cut to order 8 to 10 cars Locust in the log in New Jersey. Also Poplar and Sweet Gum in the log in sizes and lengths desired.

BIRCH LUMBER

When you are buying
BIRCH
consult us. We have it

JONES HARDWOOD COMPANY
16 High Street BOSTON, MASS.

FOR SALE—BASSWOOD

5, 4 & 6 1/4 No. 2 common. Can dress and resaw if desired. WALTER C. MANSFIELD, Menominee, Mich.

TIMBER WANTED**WANTED—100,000,000 FEET**

Maple, Birch and Beech on stump from principal only. G. C. BLANKNER, 60 Wall St., N. Y.

LUMBER**ASH**

NO. 1 C. white, 4 1/4", good widths, 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

FAS white, 6 1/4", 14-16", 1 yr. dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.
NO. 1 C. 4 1/4", 15 mos dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

NO. 1 & NO. 2 C. 8 1/4", reg. width & lgth. GOODLANDER-ROBERTSON LUMBER CO., Memphis, Tenn.

FAS 3/8 & 1/2", reg. width & lgth., 6 mos. dry; FAS 5/8", 16" & up, reg. lgth., 6 mos. dry; HOFFMAN BROS. CO., Ft. Wayne, Ind.
COM. & BTR., 4/4-8/4-12/4-16/4. KRAETZER-CURED LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 4/4, 8/4 & 10/4", reg. width & lgth., dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.
AIRPLANE 4 1/4-4 1/2", specially selected. ONE FACE CLEAR STRIPS, 5/4", 3/2" x 5". SELM. & BTR., 5 1/4", 6" & up, 8 & 10'; SD. WORMY, 5/4" & thicker. THOMPSON-KATZ LUMBER CO., Memphis, Tenn.

COM. & BTR., 8/4". WELSH LUMBER CO., Memphis, Tenn.

BASSWOOD

NO. 1 C. 4 1/4", good widths, 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

FAS 4 1/4", good widths & lgths., dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR., 10 1/4", 1 yr. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
COM. & BTR., white, 5/4", reg. width & lgth., 4 mos. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

NO. 1 C. & BTR., 4 1/4", NO. 3 C. 5 1/4". MASON DONALDSON LUMBER CO., Rhineclander, Wis.

BEECH

LOG RUN 10 1/4". WELSH LUMBER CO., Memphis, Tenn.

BIRCH

FAS, esp. 4 1/4", good widths, 50% 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

FAS 4 1/4, 5/4, 6/4, 8/4, 10/4 & 12/4"; NO. 1 C. 4 1/4 & 6 1/4"; FAS STEPS, 6 1/4", 11-15". THEO. FATCHER CO., Chicago, Ill.

FAS 6 1/4-15 1/4", good widths & lgths., 10 mos. dry, unsel.; NO. 1 & BTR., 6 1/4 & 10 1/4", 6" & up, 16-18", 10 mos. dry, largely No. 1 Com., containing FAS and/or S". JONES HARDWOOD CO., Boston, Mass.

NO. 1 C. 4 1/4", reg. width & lgth., 1 yr. dry, band sawn. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

MISCELLANEOUS**FOR SALE**

100 Bark spuds

- 1 Mile nose rail
- 4 Railroad frogs
- 6 Railroad switches
- 1 Hand car
- 1 Gasoline car
- 1 Pump cart
- 2 Blacksmith outfits
- 35 Tons nose spikes
- 14 Strich lumber buggies
- 3 Hand-ol' rigs
- 10 Good logging teams and harness
- All kinds of logging tools and equipment.

GRNEY LUMBER COMPANY,

Garney, Wisconsin.

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TALLY SHEETS WITH WATERPROOF LINES
Sample Sheets, Order List and Catalog of Other Supplies Will Be Sent on Request

FRANK R. BUCK & CO.,
2133 Kenilworth Ave., CHICAGO, ILL.

WANTED FOR SHIPMENT

Within the next 30 days 28,000 to 50,000 pounds 9 1/2x5 1/2" Track Bolts and 5,600 to 10,000 pounds 3/4x4" Track Bolts and Bars. If you have some of other sizes please so advise. Quote your lowest delivered prices F. O. B. cars, giving point of loading.

Address "BOX 95," care HARDWOOD RECORD.

HARDWOOD RECORD**LUMBER**

NO. 1 C. & BTR., 4 1/4, 5/4 & 6 1/4"; NO. 1 C. & BTR., sel. red, 6 1/4"; NO. 2 C. & BTR., 12/4"; NO. 2 & 3 C. 4 1/4"; NO. 1 & 2 C. & 3 C. 5 1/4"; MASON-DONALDSON LUMBER CO., Rhineclander, Wis.

NO. 1 C. & BTR., 4/4-16/4", reg. width, std. lth., 2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

BUTTERNUT

COM. & BTR., 4/4", reg. width & lgth. 10 mos. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

CHERRY

FAS 4/4", 8" & up, 8' & up HOFFMAN BROS. CO., Ft. Wayne, Ind.

CHESTNUT

NO. 1 C. 4 1/4-5/4", reg. width & lgth., 1-2 yrs. dry. BLAKESLEE, FERRIN & DARLING BUFFALO, N. Y.

FAS 4 1/4", good widths & lgths., dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. & BTR., 4/4"-8 1/4", reg. widths, td. lth., 18-24 mos. dry. YEAGER LUMBER CO., Buffalo, N. Y.

COTTONWOOD

NO. 1 C. & NO. 2 C. 5 1/4". H. W. DARBY HARDWOOD LUMBER CO., Memphis, Tenn.

NO. 1 C. 4 1/4", reg. width & lgths., 6 mos. dry; GEO. C. EHEMANN & CO., Memphis, Tenn.

NO. 1 C. 5 1/4", 1 yr. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.

FAS & COM. 4/4". GAYOSO LUMBER CO., Memphis, Tenn.

BOX BODS. 4 1/4"-8 1/2", reg. lgths. GOODLANDER-ROBERTSON LUMBER CO., Memphis, Tenn.

CYPRESS

SEL. 8/4", good widths & lgths., dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

LOG RUN, 4/4-8/4". THE KRAETZER-CURED LUMBER CO., Memphis, Tenn.

FAS 4 1/4", RUSSE & BURGESS, INC., Memphis, Tenn.

NO. 1 SHOP & BTR., 4 1-16 1/4", reg. width, std. lth., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

ELM—SOFT

NO. 1 C. & BTR., 12/4", good widths, 50% 14-16", 1-2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.

LOG RUN 5/4, 6/4 & 10 1/4". BELLGRADE LUMBER CO., Memphis, Tenn.

LOG RUN 6 1/4". BLISS-COOK OAK CO., Biblesville, Ark.

NO. 2 & 3 C., 6 1/4". GEO. C. BROWN & CO., Memphis, Tenn.

BOX BODS. good widths & lgths., dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 2 C. & BTR., 4 1/4, reg. width & lgth., 8 mos. dry; NO. 2 C. & BTR., 6/4 & 8/4", reg. width & lgth., 6 mos. dry; NO. 2 C. & BTR., 12/4", reg. width & lgth., 12 mos. dry. GEO. C. EHEMANN & CO., Memphis, Tenn.

LOG RUN 6 1/4, 8 1/4, 10 1/4 & 12 1/4". GAYOSO LUMBER CO., Memphis, Tenn.

LOG RUN 4/4 and 6 1/4". KRAETZER-CURED LUMBER CO., Memphis, Tenn.

LOG RUN 4/4 and 6 1/4". KRAETZER-CURED LUMBER CO., Memphis, Tenn.

NO. 2 C. & BTR., 5/4"; NO. 1 & 2 C. 6 1/4"; NO. 2 C. & BTR., 8/4 & 12/4". MASON-DONALDSON LUMBER CO., Rhineclander, Wis.

LOG RUN 5 1/4"; COM. & BTR., 16/4". WELSH LUMBER CO., Memphis, Tenn.

GUM—SAP

NO. 2 COM. & BTR., 4/4-8/4". NO. 1 COM. & BTR., QTD. 4/4-8/4". BELLGRADE LUMBER CO., Memphis, Tenn.

FAS 4 1/4 & 8 1/4". NO. 1 & 2 C. 4/4 & 5/4". COM. & BTR., 6 1/4". H. W. DARBY HARDWOOD LUMBER CO., Memphis, Tenn.

FAS, NO. 1 C. & NO. 2 C., all 4/4", reg. width, 14-16", air-dried; BOX BODS., 4/4", 9-12" and 13-17", 14-16", air-dried. R. J. DARNELL, INC., Memphis, Tenn.

FAS & NO. 1 C., 6 1/4", reg. width & lgth., 1 yr. dry; BOX BODS., 4 1/4", 8-10" and 12-17", reg. lgth., 6 mos. dry. GEO. C. EHEMANN & CO., Memphis, Tenn.

LOG RUN 4/4-6 1/4". KRAETZER-CURED LUMBER CO., Memphis, Tenn.

FAS 5/8, 1/4 & 8/4"; BOX BODS., 4/4", 12-17". RUSSE & BURGESS, INC., Memphis, Tenn.

FAS 4 1/4, 15 1/4 & up, reg. lgth., 6 mos. dry; BOX BODS., 4 1/4, 13-17", reg. lgth., 6 mos. dry.

PANEL 4 1/4, 18" & up, reg. lgth., 6 mos. dry. J. V. STIMSON HARDWOOD CO., Helena, Ark.

GUM—PLAIN RED

NO. 1 C. & BTR., 4/4-8/4". BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. 4/4". BLISS-COOK OAK CO., Biblesville, Ark.

FAS 4 1/4 & 5 1/4". NO. 1 C. 5 1/4". H. W. DARBY HARDWOOD CO., Memphis, Tenn.

NO. 1 C. 4 1/4", reg. width, 14-16", air-dried. R. J. DARNELL, INC., Memphis, Tenn.

FAS, NO. 1 C. 6 1/4", reg. width & lgth., 1 yr. dry. GEO. C. EHEMANN & CO., Memphis, Tenn.

COM. & BTR., 4 1/4". KRAETZER-CURED LUMBER CO., Memphis, Tenn.

LOG RUN 4 1/4", reg. width & lgth., dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

GUM—QUARTERED RED

COM. & BTR., 4/4-12/4". BELLGRADE LUMBER CO., Memphis, Tenn.

NO. 1 C. 4 1/4". GEO. C. BROWN & CO., Memphis, Tenn.

HARDWOODS FOR SALE

NO. 1 & BTR., 8 1/4", reg. w/dth. & lgh. GOODLANDER-ROBERTSON LUMBER CO., Memphis, Tenn.
 COM. & BTR., 4 1/4-12 1/4". KRAETZER-CURED LUMBER CO., Memphis, Tenn.
 COM. & BTR., 4 1/4", ran. w/dth. & lgh., 8-12 mos. dry, sliced bds., highly figured. LOUISVILLE VENEER MILLS, Louisville, Ky.
 FAS, FIG., 1 1/4". RUSSE & BURGESS, INC., Memphis, Tenn.
 COM. & BTR., 4 1/4, 5 1/4 & 6 1/4", reg. w/dth. & lgh., 6 mos. dry. J. V. STIMSON HARDWOOD CO., Helena, Ark.

GUM-TUPELO

FAS 4 1/4 & 5 1/4"; NO. 1 C. 4 1/4". H. W. DARRY HARDWOOD LUMBER CO., Memphis, Tenn.
 NO. 1 C. BOX BDS. 4 1/4", 9-12", 13-17", reg. lgh., 6 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

GUM-MISCELLANEOUS

BOX BDS., wide. GAYOSO LUMBER CO., Memphis, Tenn.
 BOX BDS., 1 1/4", 8-12" & 13-17", reg. lgh.; FAS QTD. BLACK, 1 1/4", reg. w/dth. & lgh. GOODLANDER-ROBERTSON LUMBER CO., Memphis, Tenn.
 COM. & BTR., 5/4", BOX BDS., 4 1/4", 13-17", WELSH LUMBER CO., Memphis, Tenn.

HACKBERRY

NO. 1 C. & BTR., 4 1/4", THOMPSON-KATZ LUMBER CO., Memphis, Tenn.

MAHOAGNY

FAS, NO. 1 C., SHORTS & WORMY, 1/2-1 1/2", 5 1/2" figures, Mexican & African. HUDDLESTON-MARSH MAHOAGNY CO., Chicago.

MAPLE-HARD

NO. 1 C. 4 1/4"; NO. 1 C. & BTR., 10 1/4", both good w/dths. Buffalo, N. Y.
 NO. 1 C. & BTR., 4 1/4 & 5 1/4", reg. w/dth. & lgh. up two species. H. W. KESLER, PERRIN & DARLING, Buffalo, N. Y.
 NO. 1 C. 8 1/4", good w/dth. & lghs., dry. J. M. LOGAN LUMBER CO., Buffalo, N. Y.
 NO. 1 C., 4 1/4-16 1/4", 1 yr. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
 FAS 4 1/4 & 8 1/4"; NO. 1 C. 1/4 8 1/4", THEO. FATHAUER CO., Chicago, Ill.
 LOG RUN 8 1/4". GAYOSO LUMBER CO., Memphis, Tenn.
 LOG RUN 4 1/4" & thicker, can cut to suit w/dth. J. M. LOGAN LUMBER CO., Knoxville, Tenn.

NO. 1 C. & BTR., 4 1/4-16 1/4", reg. w/dth., std. lgh., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

MAPLE-SOFT

LOG RUN 10 1/4", reg. w/dth. & lgh. GOODLANDER-ROBERTSON LUMBER CO., Memphis, Tenn.
 LOG RUN 12 1/4", reg. w/dth. & lgh., dry. PENROD, JURDEN & MCGOWEN, INC., Memphis, Tenn.

OAK-PLAIN RED

NO. 2 C. & BTR., 3 1/4 & 6 1/4". BELLGRADE LUMBER CO., Memphis, Tenn.
 FAS 10 1/4", reg. w/dth. & lgh., dry. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
 COM. & BTR., 4 1/4, 5 1/4, 10 1/4", 11-16". COM. & BTR., 4 1/4, 5 1/4 & 10 1/4", 11-16". NO. 2 C. 4 1/4", good w/dths. & lghs. JOHN HALFPENNY, Philadelphia, Pa.
 FAS 5 1/4", 11" & up, 10" & up, 1 yr. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.
 FAS 1 1/4 & 8 1/4", 10-10 1/2", 11-16". 8 mos. dry; NO. 1 C. 4 1/4", reg. w/dth., 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.
 NO. 2 C. & BTR., 4 1/4". RUSSE & BURGESS, INC., Memphis, Tenn.
 NO. 1 C. & BTR., 10 1/4", reg. w/dth. & lgh., 6 mos. dry. J. V. STIMSON HARDWOOD CO., Helena, Ark.
 FAS 4 1/4". WELSH LUMBER CO., Memphis, Tenn.

NO. 1 C. & BTR., 4 1/4-16 1/4", reg. w/dth., std. lgh., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK-QUARTERED RED

FAS 4 1/4". BLISS-COOK OAK CO., Blissville, Ark.
 COM. & BTR., 4 1/4-6 1/4". KRAETZER-CURED LUMBER CO., Memphis, Tenn.
 FAS 1 1/4", reg. w/dth. & lghs., up to 1 yr. dry. J. V. STIMSON HARDWOOD CO., Helena, Ark.

OAK-PLAIN WHITE

NO. 1 C. & BTR., 1 1/4", good w/dths., 14-16", 2 yrs. dry. ATLANTIC LUMBER CO., Buffalo, N. Y.
 NO. 2 C. & BTR., 4 1/4". BELLGRADE LUMBER CO., Memphis, Tenn.
 BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
 NO. 2 C. 6 1/4". GEO. C. BROWN & CO., Memphis, Tenn.
 FAS 10 1/4", good w/dths. & lghs., dry. BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

NO. 1 C. 4 1/4", 15 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
 NO. 1 C. & BTR., 1 1/4-16 1/4". KRAETZER-CURED LUMBER CO., Memphis, Tenn.
 FAS 4 1/4", reg. w/dth., 11-16", 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.
 NO. 1 C. & BTR., 8 1/4 & 12 1/4", reg. w/dth. & lgh.; dry. PENROD, JURDEN & MCGOWEN, INC., Memphis, Tenn.
 NO. 1 C. & BTR., 10 1/4-12 1/4", reg. w/dth., std. lgh., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

OAK-QUARTERED WHITE

NO. 1 C. 4 1/4" & up. BLISS-COOK OAK CO., Blissville, Ark.
 COM. & BTR., 1 1/4". BELLGRADE LUMBER CO., Memphis, Tenn.
 COM. & BTR., 5/4 & 6 1/4". GEO. C. BROWN & CO., Memphis, Tenn.
 FAS 2 1/4" & up, 8" & up, 6 mos. dry; FAS 1 1/4", reg. w/dth. & lgh., 4 mos. & up; dry. STRIPS 2 1/4" & up, 6 mos. dry. SCKG BDS., 2 5/8-5 1/4", reg. w/dth. & lgh., 6-12 mos. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.

CLR. STRIPS 4 1/4", 4", reg. lgh.; NO. 1 C. 4 1/4", reg. w/dth., 11-16", 1 yr. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.
 COM. & BTR. STRIPS 1 1/4", 1 1/2", 1 3/4", 8 mos. dry. J. V. STIMSON HARDWOOD CO., Helena, Ark.

OAK-MISCELLANEOUS

NO. 1 C. & NO. 2 C., PL. R. & W. 5/8", reg. w/dth., 11-16", air-dried. R. J. DARNELL, INC., Memphis, Tenn.

PECAN

LOG RUN 8 1/4" & up. GEO. C. BROWN & CO., Memphis, Tenn.

POPLAR

NO. 1 C. 6 3/8", 18 mos. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
 NO. 2 C. 8 1/4", reg. w/dth. & lgh. GOODLANDER-ROBERTSON LUMBER CO., Memphis, Tenn.

FAS 4 1/4" & up, good w/dth., 11-16"; FAS 4 1/4", 12", 14-16"; SAP & SEL., 4 1/4", fine w/dth. & lghs.; NO. 1 C. & SEL., 4 1/4", 11-16". NO. 2 C. & COM., 4 1/4, 5 1/4, 6 1/4, 8 1/4". JOHN HALFPENNY, Philadelphia, Pa.

NO. 1 C. 4 1/4", 7" & up, reg. lgh., 8 mos. dry. J. M. LOGAN LUMBER CO., Knoxville, Tenn.
 COM. & BTR., 3 1/4 & 4 1/4". YEAGER LUMBER MILLS, Louisville, Ky.

NO. 1 C. 4 1/4". PANEL 4 1/4", 18" & up. NICKY FROS, INC., Memphis, Tenn.
 FAS 4 1/4", 8-12", 11-16", 4 mos. dry; FAS 5 1/4", 12", 14-16", 4 mos. dry; FAS 5 1/4", 6 1/4", 12" & up, 11-16", 4 mos. dry; COM. 4 1/4, 5 1/4 & 10 1/4", reg. w/dth., 11-16", 4 mos. dry; NO. 2 C. 4 1/4", reg. w/dth., 11-16", 4 mos. dry; NO. 2 C. 4 1/4", reg. w/dth., 11-16", 4 mos. dry. NORMAN LUMBER CO., Louisville, Ky.
 COM. & BTR., 3 1/4". WELSH LUMBER CO., Memphis, Tenn.
 NO. 1 C. & BTR., 5 3/8-16 1/4", reg. w/dth., std. lgh., 1-2 yrs. dry. YEAGER LUMBER CO., Buffalo, N. Y.

WALNUT

NO. 2 C. 4 1/4", reg. w/dth. & lgh. BLAKESLEE, PERRIN & DARLING, Buffalo, N. Y.
 NO. 1 C. 4 1/4", 2 yrs. dry. G. ELIAS & BRO., INC., Buffalo, N. Y.
 FAS & NO. 1 C. 4 1/4", reg. w/dth. & lgh., 6 mos. dry; COM. & BTR., 4 1/4", reg. lgh., 9 mos. dry. HOFFMAN BROS. CO., Ft. Wayne, Ind.
 FAS & NO. 1 C. 5/8-8 1/4", very dry. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.
 COM. & BTR., 4 1/4", ran. w/dth. & lgh., 6-8 mos. dry. LOUISVILLE VENEER MILLS, Louisville, Ky.

FLOORING-MAPLE

NO. 1 C., 3/4 1/2, 3/4 2/4, CL. R. 3/4 2, 3/4 2 1/2. T. WILCOE CO., Chicago, Ill.

FLOORING-OAK

SEL., RED, 1 1/2 1/2, 1 1/2 3/4, 3/4 1 1/2. THE T. WILCOE CO., Chicago, Ill.

VENEER-FACE

GUM-RED

QTD. FIG'D, any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
 FIG., all thicknesses. NICKY BROTHERS, INC., Memphis, Tenn.

MAHOAGNY

ANY thickness. THE DEAN-SPICKER CO., Chicago, Ill.
 PLAIN & FIGURED, 1/28 to 1/4", Mexican and African. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MISCELLANEOUS

ALL Southern hardwoods, rotary cut, any thickness, dry size. PENROD, JURDEN & MCGOWEN, Memphis, Tenn.

OAK-PLAIN

SWD, 1/20-1/4". HOFFMAN BROS. CO., Ft. Wayne, Ind.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

OAK-QUARTERED

WHITE, any thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.
 SWD, 1/20-1/4". HOFFMAN BROS. CO., Ft. Wayne, Ind.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
 SWD., white, all thicknesses. NICKY BROTHERS, INC., Memphis, Tenn.

WALNUT

ANY thickness, sawed or sliced. THE DEAN-SPICKER CO., Chicago, Ill.
 1/20-1/4". HOFFMAN BROS. COMPANY, Fort Wayne, Ind.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
 SL. & RTRY. CUT. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.
 ANYTHING in walnut veneers, pl. & fig., rty. & sliced. PICKLEB WALNUT CO., St. Louis, Mo.

CROSSBANDING AND BACKING

GUM

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

POPLAR

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

BIRCH

STOCK SIZES, 1/4, 5/16 & 3/8", good IS and 2S. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

GUM

QTD. FIG., any thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

MAHOAGNY

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
 STOCK SIZES, 1/4, 5/16 & 3/8", good IS and 2S. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.

OAK

ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.
 PL. & QTD. 1/4, 5/16 & 3/8", stock sizes, good IS and 2S. HUDDLESTON-MARSH MAHOAGNY CO., Chicago, Ill.
 ANY thickness. LOUISVILLE VENEER MILLS, Louisville, Ky.

All Three of Us Will Be Benefited if You Mention HARDWOOD RECORD

NORTHERN MANUFACTURERS

J. RAYNER CO.
INCORPORATED

VENEERED PANELS

ALL WOODS

SEND FOR STOCK LIST

MAHOGANY LUMBER
CARROLL AVE. AND SHELTON ST.
CHICAGO

A floor to adore



For thirty-three years Wilce's Hardwood Flooring has been among the foremost on the market and because it stands today "unequaled" is the best evidence that its manufacturer has kept abreast of modern methods and the advanced demands of the trade. To convince yourself of the above statements, try our polished surface flooring, tongued and grooved, hollow backed, with matched ends and holes for blind nailing—you'll find it reduces the expense of laying and polishing.

Our Booklet tells all about Hardwood Flooring and how to care for it—also prices—and is free.

The T. Wilce Company
22nd and Throop Sts., CHICAGO, ILL.

Ahnapee Veneer & Seating Co.

HOME OFFICE, FACTORY AND VENEER MILL, ALGOMA, WIS.
VENEER AND SAWMILL, BIRCHWOOD, WIS.

We manufacture at our Birchwood plant single ply veneers of all native northern woods and deliver stock that is in shape to glue.

From our Algoma factory, where we have specialized for twenty years, we produce panels of all sizes, flat or bent to shape, in all woods, notably in Mahogany & Qtd.-Sawed Oak. We make no two-ply stock, and do not employ sliced cut quartered oak. Our quartered oak panels are all from sawed veneer.

Every pound of glue we use is guaranteed hide stock. We do not use retainers. Our gluing forms are put under powerful screws and left until the glue has thoroughly set.

If you seek a guaranteed product that is the best, based on results accomplished by most painstaking attention and study of every detail, combined with the use of the best stock and an up-to-date equipment, our product will appeal to you.

If you are a "price buyer" we probably cannot interest you.

BAND SAW MILLS
Wilderville, La.—Vicksburg, La.—Meridian, Miss.

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Manufacturers and Wholesalers
Southern Hardwoods
and Yellow Pine

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CHICAGO

Utley-Holloway
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are frequent except where our
Two Piece Geometrical Carter Coin



is in use, then imitation is not possible. Sample if you ask for it.

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CHICAGO

We also make Time Checks, Stencils and Log Hammers

VON PLATEN LUMBER CO.

IRON MOUNTAIN MICHIGAN

Manufacturers of
NORTHERN HARDWOODS

75 M ft. of 4/4 No. 1 Com. & Btr. Birch
150 M ft. of 4/4 No. 1 & 2 Com. Birch
100 M ft. of 5/4 No. 1 & 2 Com. Birch
75 M ft. of 5/4 No. 1 Com. & Btr. Birch
100 M ft. of 6/4 No. 1 Com. & Btr. Birch
100 M ft. of 8/4 No. 2 Com. & Btr. Birch

We Offer for May Shipment

48,000' 4/4 No. 1 C. & B. End Dried White Maple
45,000' 8/4 No. 1 C. & B. End Dried White Maple
40,000' 5/4 No. 1 C. & B. End Dried White Maple
60,000' 6/4 No. 1 C. & B. End Dried White Maple
150,000' 1x6" up No. 1 C. & B. Hard Maple
200,000' 4/4 to 16/4 No. 2 C. & B. Soft Elm
40,000' 4/4 No. 2 C. & B. Birch
113,000' 8/4 No. 2 C. & B. Beech

Write us for prices today

East Jordan Lumber Co.
Manufacturers "IMPERIAL" Maple Flooring
East Jordan Michigan

Again!

WE ARE asked to BUY LIBERTY BONDS. It's an honor to lend our money to Uncle Sam. The glorious news which comes from France, telling of how our troops, and those of our Allies, have beaten back the army of invaders who have cursed every foot of ground over which they have trod, may well give heart to the nation, and to all civilization. **OUR LIBERTY BONDS HELPED.**

The war cannot be won without the essential equipment of a modern successful army. Those who are fighting for us are not limited to hours, Sundays, or holidays, constantly, day and night they face poisoned gas, shot, shells, bombs, blindfolds, mental and physical torture: cold, rain, snow, hunger, unbearable suffering, mud, vermin, disease, death and general hell.

It's up to us to

BUY Liberty Bonds

*"Ain't it Hell!
Those Fellows
at home have
to put up all
the money"*

Courtesy Gaar-Williams

and we should not feel satisfied unless each and every day we have done everything we possibly could do to Win this War. The more bonds we buy, the sooner our boys will finish their work, and come back home.

Let there be no peace, until the Huns pay full price.

"On to Berlin"

Keep the home fires
burning,
While your hearts are
yearning.
Though your lads are
far away
They dream of home;
There's a silver lining
Through the dark cloud
shining.
Turn the dark, cloud
inside out,
Till the boys come home.

This space contributed for the Winning of the War by

E. C. Atkins & Company, Inc.

"The Silver Steel Saw People"

Established 1857

Home Office and Factory, Indianapolis, Indiana

Machine Knife Factory, Lancaster, N. Y.

Canadian Factory, Hamilton, Ontario

Branches carrying complete stocks in all large distributing centers as follows:

Atlanta Chicago Memphis Minneapolis New York City New Orleans Portland, Ore.
San Francisco Seattle Washington, D. C. Vancouver, B. C. Sydney, N. S. W. Paris, France



It can't be done



THE "chicken" in the lumber business is the price bargain. Remember, no matter how alluring the bargain, the chances are the man who offers it is either a well posted manufacturer who knows his costs and is going to make up in grade or service what he loses on price, or he is so poorly posted that he knows neither cost nor the fine points of proper manufacture and has no facilities for giving you service.

As a general thing the lumber trade today is well enough posted on costs to know that it cannot sell much below prevailing markets without losing money. You can't expect a man to give you GOOD lumber and lose money on it.

We believe we know our costs and aim to give you every last cent of benefit in quality and service. We keep 15,000,000 feet of fine stock constantly on our mill yards—every board of it made in one thoroughly efficient plant and coming from the same tract of St. Francis Basin hardwoods.

The real bargain is the purchase that satisfies. Write for A New Idea Stock List and see what we offer for October.

WISCONSIN LUMBER CO.

CHICAGO
BAND MILLS DEERING, MO.

Sincerely,

WIS

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STIMSON'S MILLS

Four organizations with the single purpose of meeting the wants of the most scrupulous buyer of all domestic hardwoods—

Indiana & Southern Hardwood Lumber and Rotary Veneer

J. V. STIMSON, Huntingburg, Indiana
STIMSON VENEER & LUMBER CO.
Memphis, Tennessee

J. V. STIMSON HARDWOOD CO.
Memphis, Tennessee, & Helena, Ark.

Three States Lumber Co.

MEMPHIS, TENN.

Manufacturers of
SOUTHERN HARDWOODS

BAND MILL: BURDETTE, ARK.

The Following Is a List of a Few of the Items We
Now Have in Stock:

Dry, Ready for Prompt Shipment

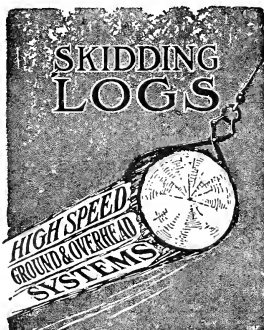
COTTONWOOD		OAK	
4 Cars 1" Boxboards, 13" to 17"		5 Cars 1" FAS. Red	
3 Cars 1" Boxboards, 8" to 12"		2 Cars 1" FAS. White	
4 Cars 1" FAS. 6" to 12"		2 Cars 1 1/2" No. 1 C. & Btr. Red	
5 Cars 1" No. 1 Common		5 Cars 1" No. 1 Com. Red	
5 Cars 1 1/2" No. 1 Common		2 Cars 1" No. 1 Com. White	
4 Cars 1" No. 2 Common		5 Cars 1" No. 2 C. Red & White	
2 Cars 1 1/2" No. 2 Common		2 Cars 2 1/2" No. 1 Com. & Btr.	
3 Cars 2" FAS.		Plain Red Oak	
		2 Cars 2" No. 1 Com. & Btr.	
		Plain White Oak	
		5 Cars 2" Log Run Elm	
		5 Cars 1" Log Run Elm	
		3 Cars 1 1/2" Log Run Elm	
		4 Cars 1 1/2" Log Run Elm	
		3 Cars 2" Log Run Maple	
		2 Cars 12/4" Log Run Maple	
		2 Cars 6/4" Log Run Maple	
		2 Cars 5/4" Log Run Maple	
		3 Cars 1" Na. 1 Com. & Btr.	
		Sycamore	
		5 Cars 1" No. 2 & No. 3 Com.	
		Sycamore	
		2 Cars 2" Select & Better Cypress	

GUM

6 Cars 1" FAS. Sap	
5 Cars 1 1/2" FAS. Sap	
3 Cars 1 1/2" FAS. Sap	
6 Cars 1" No. 1 Common	
5 Cars 1" No. 2 Common	
2 Cars 1 1/2" FAS. Red	
2 Cars 1 1/2" FAS. Red	
1 Car 1 1/2" No. 1 Common	
3 Cars 2" FAS. Qtd. Red	
2 Cars 2" No. 1 Com. Qtd. Red	

Our stock is manufactured from a nice class of timber and therefore runs to nice grade and extra good widths and lengths.

We solicit your request for delivered prices



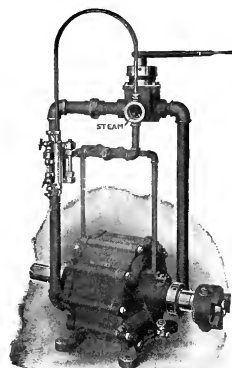
Our Overhead Systems with Interlocking Engine Drums skid both uphill and downhill; reduce wear on main cable

Write for particulars

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Originators of Overhead and Ground Steam Logging Machinery

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Canadian Allis-Chalmers, Ltd., Toronto



SOULE Steam Feed

Designed for the sawmill by a millman.

It will not use excessive steam and gives instant and positive control.

Our prices are actually, not relatively, low.

It has positively increased capacity from 10 to 50 per cent

SOULE STEAM FEED WORKS
MERIDIAN, MISS.

DRUM OUTFITS, STACKERS, POWER TIMBER HANDLERS,
LATHES, DOGS AND OTHER MILL EQUIPMENT

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