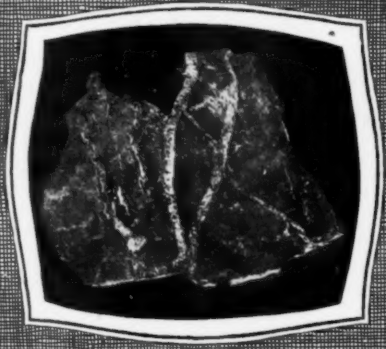
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The Distribution of Asbestos

I. Transportation.

EDITOR'S NOTE: This series of articles on the Distribution of Asbestos is launched with the idea of covering the subject in its many phases. We will welcome discussion of the articles, corrections, or additions.

Our thanks are due many in the Industry who have so kindly assisted us in the preparation of these articles by complying with our requests for information.

While superficially, transportation may seem to be only remotely related to distribution methods and performances, a moment's thought convinces us that it very vitally contributes to the profitable or unprofitable distribution of Asbestos, and Asbestos Products.

First of all, distance alone decides, to a large extent, the ultimate cost of distribution, and, as a result, the ultimate cost of both the raw material and the products manufactured therefrom. And likewise, the transportation distances of various other raw materials determine largely the location of the factory making the manufactured product.

It is quite obvious that the one or two southern plants making asbestos textiles were led, originally, to choose their location because of the proximity of the cotton belt—when cotton was cheap and asbestos expensive, and when cotton was used to an increasing extent in the manufacture of asbestos textiles. This opinion, or perhaps we should say suggestion, is confirmed by the fact that the southern plants do not make asbestos paper, millboard, shingles or other asbestos product in which cotton could not conceivably be used.

Likewise, the western coast plants were established for two main reasons; first, the nearness of Arizona deposits of asbestos, and, second, the fact that the west coast market was obliged to pay huge transportation costs on asbestos products shipped from the East. The latter statement is true of the mid-western plants as well.

And, of course, the Atlantic seaboard is infested with asbestos plants principally because the haul from Thetford

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Mines in Canada, is comparatively short, while at the same time it is the center of the machinery market, near the coal region and right in the midst of the eastern industrial district which furnishes a large market for asbestos goods.

One of the reasons for the large quantity of African fibres being used in Europe is the low cost of their transportation from African ports. This is made possible by the fact that Europeans export such quantities of products to Africa, that ship owners are willing to give cheap rates on materials sent from Africa to Europe, rather than have the ships come back empty, or only partially loaded. Natural-



The Arizona "Gondola" on the back of the Burro.

Courtesy of E. Schaaf-Regelman.

ly this condition affects the European market for manufactured Asbestos Goods, because it makes the cost of the raw material lower and, logically, enables the European to sell at a lower price than he otherwise could. Certain unsatisfactory conditions in the American market can be traced to the same cause, the European with his lower costs (cheap transportation of raw material and cheap labor) finding it possible to sell in the American market at a lower price than his American contemporary.

The transportation problems of the Canadian field are

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vastly easier than in other fields, such as Africa, Russia, Arizona, but the Canadian's chief difficulty lies in obtaining sufficient freight cars from the railroad, in which to ship the raw material. Shortly after the war, when freight was very greatly congested, asbestos manufacturers in the States who were in desperate need of asbestos crudes and fibres, shipped to the mines carloads of coke, machinery, or sometimes only "junk," so that the cars might be promptly loaded with Asbestos and returned to the manufacturer. Naturally the cost of this was tremendous, but better than tying up factories, laying off employees and losing contracts for manufactured goods. Miners often have difficulty in obtaining a sufficient number of freight cars during the grain shipping season, as the majority of cars are diverted to the wheat producing states and provinces in both the United States and Canada.

The method of transportation in Cyprus is particularly interesting. It consists of an aerial ropeway, which runs from the Mine to the shipping port, Limassol. This ropeway is on the bi-cable system and has a capacity of ten tons an hour down and three tons up. The length of the ropeway is 29 kilometres (about eighteen miles) and the time taken for the journey is 2 hours, 50 minutes. A switch extension runs into the Company's Finishing Mill and the bags of fibre are loaded direct from the automatic weighers on the ropeway carriers.

When we consider the physical aspect of asbestos transportation, we are somewhat astonished to find that at one time or another Asbestos has been carried in practically every sort of conveyance ever invented, from a man's own back to airplane, the dirigible being a possible exception.

In Canada, as we all know, the raw material is loaded on freight cars at the mills, and most of it reaches the United States by that method, altho there have been some shipments to the States by barge. Asbestos going from Canada to Europe is, of course, sent on freight steamers.

In Arizona the transportation system may be burro back, some of the mines being in places so nearly inaccessible that even the fliver truck is unable to reach them. Auto truck is used after the burro is no longer necessary,

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thence the material goes on freight cars to one coast or the other.

Russia uses small horse carts to a large extent; mules are favorite pack animals in some countries; and even camels have been used in Australia. Ox wagon is the principal means of transportation in Africa from the mines to the railroad, but will probably be replaced by auto truck in time to come.



Russia uses small horse carts to a large extent

Courtesy of Becker & Haag.

We do not know of any specific instance where elephants carried asbestos but have no doubt that means of transportation has been used in interior Africa or India. In China coolies carry asbestos in bags slung on long poles. We quote from a description of Chinese transportation:

"The Shensi Province Field is reached by boat, or rather by boats; first a large river steamer, then two smaller boats, and finally a house boat, the trip on the house boat taking three days, after which is a five mile walk over a rough trail and last, chairs over the mountains." And this means, of course, that the asbestos, after being mined, must be taken to the manufacturing plant, or seaport town, in the same circuitous manner.

A factor fast becoming one to be reckoned with, is the

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motor truck, particularly in its application to the transportation of manufactured asbestos goods. Firms located in Northern New Jersey find it handy, and economical, to transport material into New York City by Motor Truck, thus giving their customers door to door delivery at practically the same cost as would be charged by the railroad to transport by freight and dump the material at the freight station, probably several miles away from the actual destination.

The convenience of the motor truck makes it a very desirable method of transportation, the goods are delivered much more quickly, with no transfers from one vehicle to another, and consequent less breakage.

At the mines themselves, in the more highly developed districts, there is still another method of transportation, that of elevated tramway or cableway, from the mines to the mills.

Naturally, the difficulties experienced in various countries in the transportation of the raw material, affect the cost of the material, and when that cost reaches a certain point, or if the material is located in inaccessible places, automatically cuts production in that section, and, on the other hand, increases production at some other point. There are some mines in Australia which produce a good quality of material but are in such ungetatable places that little is being done with them. We know of one specific instance where a firm in Australia, making asbestos shingles and sheets, owns an asbestos mine, but because of transportation difficulties, finds it cheaper to close its own mine and import material from Africa.

So much for transportation and its effects on distribution. The next article in this series will discuss the subject of storage, as peculiar to the Asbestos Industry.

JOHN DANIELL
Mining Engineer and Geologist
Examinations and Reports on Asbestos and Magnesite Mines
1217 Detwiler Building LOS ANGELES, CALIFORNIA

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Development Difficulties in Arizona

By E. Schaaf-Regelman

Published thru the courtesy of the Arizona Mining Journal.

Why is there not greater activity in Arizona Asbestos mining? Isn't there enough asbestos there to make larger operations possible or worthwhile? Is the quality deficient? Is there any prejudice among manufacturers against Arizona asbestos? Isn't there sufficient demand to warrant a bigger production?

Those are some of the questions fired point blank at the Arizona mine operator and those interested in Arizona Asbestos Mines.

The answers are most favorable to Arizona and promising for the future, but two handicaps are at present dwarfing the efforts of those striving to make asbestos mining a real industry in Arizona, and these two handicaps are transportation and power, or, rather, the lack of them.

As far as quantity available is concerned, there is more asbestos in Arizona than in Canada, and the yield per ton of rock in Arizona is many times that in Canada, meaning that the richness of the deposits and the possibility of economical extraction are assured by a very wide margin of safety.

As to quality, the situation is even more favorable because properly selected Arizona asbestos has all the good qualities of other varieties and besides contains no chemically free iron, this latter quality making it especially desirable for use in asbestos goods intended for the electrical industry.

Prejudice? Yes, and, we must admit, in some instances, not unwarranted, due entirely to carelessness and lack of foresight on the part of a number of small producers who at times of inflated prices shipped anything that resembled asbestos without assorting, cleaning and preparing it properly for the manufacturers.

Demand? Most of our readers know that the United States consumes more asbestos than any two other countries combined, yet Arizona supplies less than one half of 1 per

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cent of the enormous demand of our country.

Such is the abnormal situation which exists, and in trying to overcome it, there has at various times been suggested an equalizing protective duty on imported raw asbestos. Consideration of the effect of such a movement, however, convinces those who have the interests of the Arizona Asbestos Mining Industry truly at heart, that it would be a disastrous course to pursue.

The reasons are many: the principal ones being that the eternal law of supply and demand and the even flowing channels of trade must not be violently disturbed by a ruthless hand and a one track mind that sees neither left nor right.

We have many factories scattered all over the land, using raw asbestos every day. Any protective duty on raw asbestos equalizing the cost of production between Arizona and either Canada or, worse yet, South Africa, would add so much to the cost of the raw material by which these factories have their existence, that their manufactured products would in price be prohibitive for many users. Not only our industrial life but our homes themselves are dependent upon asbestos—railroad trains, steam engines, automobiles, motors, house heating plants, even the modern kerosene stove, all need it in order to function properly. A sudden increase in the price of the raw material would encourage the use of substitutes and result, inevitably in the burning of homes, stalling of trains and a multitude of other calamities too numerous to comprehend.

But the greatest disadvantage of all would be the sudden violent drop in the consumption of asbestos in the United States, the lowering of prices for raw asbestos in Canada and Africa and, unless we also raise the tariff on all manufactured asbestos goods, a dumping of these by the English, German and Belgian manufacturers on the American market—therefore, a complete demoralization of our American asbestos industry.

What we need in Arizona is not tariff protection! Not, as suggested by some, a federal subsidy! All that Arizona producers need to put them on a par with operators in other lands, are transportation facilities, (highways and, later, railroads) and low priced power. Roads would not

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only benefit the asbestos miners but the district residents and tourists likewise, and the various hydroelectric power projects now in course of construction or under contemplation could be extended in order to become of inestimable value to the asbestos industry in Arizona and therefore to the state and nation as a whole.

The development of this, one of the nation's unrealized, but large resources, would place us in a position where in time of war which might cut off our supplies of asbestos from English controlled countries because of England's need of the material, we could turn to our own Asbestos mines for adequate supplies of raw material.

Under present conditions, even tho roads could be built and other transportation facilities developed quickly if war or other emergency made the need desperate, the development of the mines to adequate producing power would be the work of several years.

The published proceedings of the International Conference on Bituminous coal, held under the auspices of the Carnegie Institute of Technology, from November 15th to 18th, 1926, will be available sometime during February or March, according to an announcement from the institution. The book will contain the full reports of about 43 papers read at the conference, the discussions, and the list of delegates.

Orders for copies of the published proceedings should be sent to Arthur C. Jewett, Director of the College of Industries, Carnegie Institute of Technology, Pittsburg, Pa. The price is $7.00 a copy.

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FACT AND FANCY

One Tick at a Time.

(From the writings of John Wanamaker).

My old friend, D. L. Moody, who used the old freight sheds here during the last days of 1875, with Mr. Sankey, for religious services, once spoke of a big Grandfather's clock at the clockmaker's waiting to be put in order.

The pendulum of the clock, that had its own voice, began to speak, saying: "I have ticked sixty times a minute for each twenty-four hours of three hundred and sixty-five days in the year for many years, and now that I am resting here it sets me almost crazy to think I am here to be started to begin again."

"But", the clockmaker said, "you have only to do one tick at a time. You can do that, can't you?"

"Oh yes," said the pendulum.

"Well, that's all that will be expected of you."

So the old pendulum swung along very cheerfully to do its one tick at a time as before. Doing one tick at a time is not hard to do.

Let all of us during 1927, remember that we need to do only "one tick at a time," but make each tick worth doing.

Damage Does Not Reduce Duty.

A rather interesting case came up recently in the U. S. Court of Customs Appeals, when an importer of Asbestos Cement Shingles, sought to have a refund granted them covering duty previously paid on shingles imported but found defective and worthless after entering.

The importer contended that the value of the various shipments were less than that at which they were appraised, due to the defective and worthless goods discovered when the goods were unpacked. Unfortunately however, the importer had kept no very accurate account of the damage sustained on a number of shipments, and in the absence of accurate data and as apparently the manufacturer of the shingles had not yet granted any allowance from the invoice value of the goods for defective

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material, the Court held that since they had no definite information as to the value of the worthless or defective shingles, it could justify no reduction in the invoice value of the goods with consequent reduction of duty.

Whether the case would have been decided in favor of the importer, had accurate records been kept of the defective shingles received, is a question that can only be answered if the importer decides to keep accurate records in future and make claim for refund on future shipments of shingles which contain worthless material.

Rubber Purchasing Pool.

The announcement of the formation of a $40,000,000 pool among tire and automobile manufacturers for the purpose of stabilizing crude rubber prices, is of great interest to all, and of particular moment to the business world.

The new combine has for its members the larger American rubber and automobile companies. Its purpose, briefly, is to prevent wide fluctuations in crude rubber prices and not, it is claimed, to fight back at the British restriction scheme.

In order to accomplish the desired end the combine plans to purchase a large quantity of rubber, perhaps 30,000 to 50,000 tons, in the open market, and then use it in forcing the market to remain steady. When the price climbs beyond the figure decided upon as logical and necessary, then some of the stored rubber will be eased onto the market; on a falling market the action would be just the opposite.

Outside the purely personal viewpoint, the movement is decidedly interesting from an economic point of view.

Equalizing the Braking Force of Brakes.

In discussing last month the need for a gauge of some sort installed in the motor car for the purpose of telling the motorist whether his brakes are functioning properly, it was agreed that such a gauge is most desirable and will eventually be part of the equipment of all cars.

There is now brought to our attention a mechanism (called the Gless Brake Differential) which, it is claimed, not only provides a gauge on the dash but overcomes defects due to variation in the friction by equalizing the

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braking force of the two brakes, and does this at all times, under all conditions (Except in backing) and for all speeds and brake pressures. It is just as positive in its action as is the differential in equalizing the driving torque of the engine.

The principle of operation of the mechanism is very simple and easily understood. It is readily seen that the brake bands must be secured to a fixed part of the axle to prevent them from rotating with the brake drum. With most types of brakes this is accomplished by the use of a stud or anchor rigidly secured to the axle and seating in a suitable casting riveted to the brake band. This casting is usually at the back and can be easily seen, and it is evident that the pressure of this casting on the anchor stud is equal to the braking force. This force must be the same on each side, otherwise there will be danger of skidding. The value of this force depends upon two variables, the pressure applied and the amount of friction between the drum and the brake lining. Therefore it is impossible to equalize the braking force of two brakes by equalizing the pressure only, as the second variable—friction—still remains to produce variations in the brake force.

To avoid this condition, the Gless Brake Differential equalizes the brake force itself so that variations in the friction have no effect. The full description of this mechanism, with drawings showing the method of operation, is too long to print in these columns, but will be supplied to anyone interested, upon request.

The inventors of this apparatus claim, among other things, that it prevents skidding caused by unequal braking effects of the two brakes; that it reduces the necessity of frequent brake adjustments as the brakes when once adjusted remain so indefinitely; that when adjustment is necessary the gauge gives warning; that the efficiency of the brakes is always a maximum commensurate with safety; that the drop in holding power between a rolling and a locked wheel is compensated for by a corresponding easing up of the opposite brake; that, except in backing, a perfect balance of brake effect is maintained under all conditions.

Manufacturers of brake lining have expressed considerable interest in the mechanism.

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S. R. Slaymaker Retires from Active Business

On December 9th, S. A. Slaymaker, General Manager and Chairman of the Board of the United States Asbestos Company, Manheim, retired from active participation in the Asbestos Industry, and will henceforth devote his time and energy to travel, family and personal affairs.

Mr. Slaymaker has been connected with Lancaster's most successful enterprises; he has during his business career served as president, vice president or treasurer of seventeen different corporations, and has been a member of the board of thirty-four different corporations. He has also been keenly interested in the cultivation of several of Lancaster County's finest farms.

Mr. Slaymaker became associated with the United States Asbestos Company in 1921. Just previous to that time he contemplated retirement from active business, but being urged to take an interest in the United States Asbestos Company, became so fascinated with its development that he has served in an executive capacity ever since.

From the first, however, he devoted himself to building an organization which would be fully capable of carrying on his work after he stepped out, and believing that this has now been accomplished, has taken the decisive step. Mr. Slaymaker, however, will remain Chairman of the Board and will, naturally, always be interested in the progress of the Company.

To make the organization complete and efficient a few changes have been made in the personnel of the United States Asbestos Company.

W. R. Haggart, vice president and general manager of the Anchor Packing Company, has acquired a large block of stock in, and has been made vice president of the Company and a member of the Board of Directors.

H. M. Green, vice president of the Manhattan Rubber Company, has also been made vice president and director.

O. C. Cilley, for some years Plant Manager of the Company, latterly General Manager of the Asbestos Spinning & Weaving Corporation of Waterford, N. Y., has

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returned to the U. S. Asbestos Company in an executive capacity.

Our best wishes are extended to the United States Asbestos Company and its executives for its continued success.

Theory and Function of the Automobile Brake

By Edward J. Pope

VI. The Propeller Shaft Brake*

To the writer's mind, the disadvantages more than offset any advantages this type of brake may have, for many reasons. A few are as follows: (1) The space between the propeller shaft and the floor boards and other appurtenances of the automobile is very limited, and does not permit the installation of a brake drum large enough in diameter—with ample braking surface to offset the loaded car weight (this applies more to heavy vehicles than pleasure cars) with result a drum of small dimensions must be used. (2) Even if a drum of small diameter is used wide enough to theoretically have sufficient brake area to carry the loaded car weight, it does not necessarily make it an efficient brake, in that the width which a brake drum can be made has its limits, due to the effect of the efficient co-efficient of friction which is governed by the diameter area, and not the width. (3) There is maintenance cost to be considered, whereas this type of vehicle using this type of brake is quite severe, especially on the transmission and differential, due to the constant application of the brake. (4) Last, but not least, is the question of safety. Assuming the *functioning* of this type of brake were perfect, and that the stopping of a vehicle were entirely dependent upon it, what chance would the operator have of stopping his car, if he were to shear a pinion gear or axle key (if shaft driven), or lose a chain (if chain driven)? No chance in the world, except trust to luck on gravity or being able to run against a curb, embankment, or some

* This article completes this series.

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other object external to the vehicle itself. This would not be necessary in the case of the wheel brake, which an operator has direct control of from the driver's seat.

With all due respect to the disadvantages of this type of brake, it also has its advantages. (1) It is a powerful brake, and can be readily constructed so as to get tremendous leverage. (2) It is a more desirable brake in winter or bad weather, in that it will function better, not being so susceptible to mud, ice, water, etc., as is the wheel brake which is more exposed to the elements and much closer to the road.

There are no suggestions in supplementing this type of brake in application of the brake lining, except in rare cases when each instance must be dealt with separately.

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Headquarters for Yarns, Cloth, Tapes, Fibres, Brake Linings and Textiles Generally

WRITE FOR PRESENT PRICES

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This page devoted each month to the discussion of brake lining activities by O. R. Towne, Commissioner of the Asbestos Brake Lining Association

The specifications for bids on the 1927 Data Book are now in the hands of about a dozen selected printers and the successful bidder will get the contract some time this month.

The 1927 Data Book will be materially changed from what it has been previously. Instead of two divisions, with the specifications for brake lining in one division and those for the clutch facing in another, a combination is being effected so that the data for the clutch facing will be in separate columns from the brake lining, but on the same page and all under the head of the car in point. This saves a number of pages and quite a little extra composition.

All cars manufactured previous to 1920 are to be eliminated entirely. There is no need of repeating this from year to year. The number of those cars still in use yearly grows less and there are never any changes from year to year.

It is carefully estimated that these changes will reduce the size of the book by eight or ten pages, if not more.

Campaigns for brake testing are slowing up in the North, but are still in progress in the warmer southern cities. This is being urged because poor brakes in winter are just as dangerous as they are any other time. The only difference is that there is less touring in the North during the cold weather.

A meeting of car and parts builders is being called for February 2nd and 3d in Detroit, with the Division of Simplified Practice of the Department of Commerce, to discuss the possibility of eliminating unnecessary sizes and types and reducing the variety of parts for each individual purpose to a basis of engineering efficiency, and have it adopted by all. Of course the Asbestos Brake Lining Association is deeply interested and will be well represented at the conference.

A happy, successful, progressive and prosperous New Year to everybody.

AUTOMOBILE STATISTICS

Production of Automobiles during November 1926 totalled 265,641 machines, consisting of 226,253 passenger cars and 39,388 trucks, these figures covering the production of both the United States and Canada. During the same period in 1925, 377,483 machines were produced.

Latest figures available set the total production for 1926, at 4,480,000, or an increase of 143,250 over 1925 (this including both the United States and Canada).

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ASBESTOS

PAPER — PIPE COVERINGS
MILLBOARD — CEMENTS



Send us your inquiries!—prompt and courteous attention assured you.

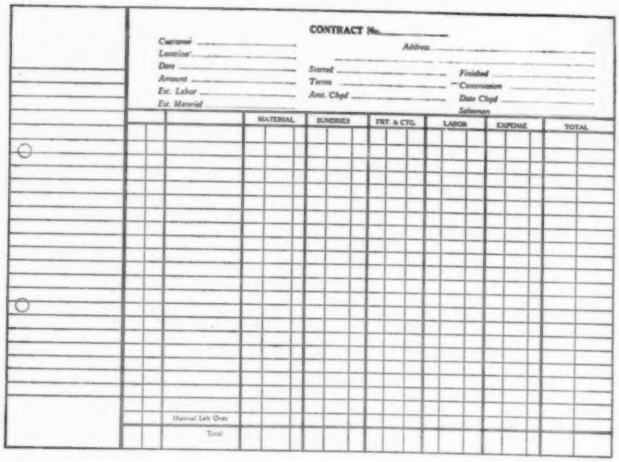
Manufacturers

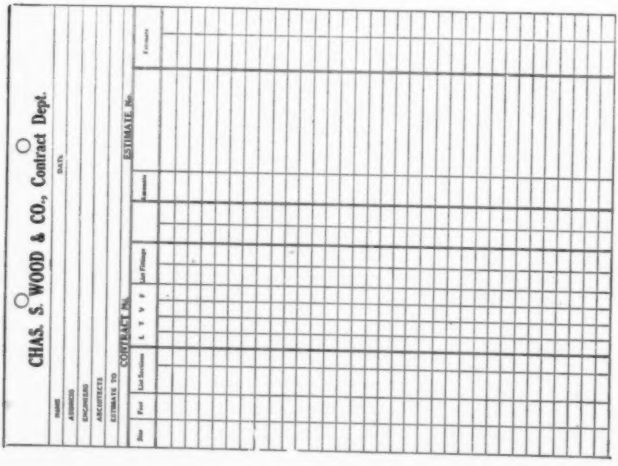
SALL MOUNTAIN COMPANY

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MARQUETTE BLDG.

SCRANTON CHICAGO BOSTON

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CONTRACTORS AND DISTRIBUTORS PAGE

The Estimate Form—As Used by Chas. S. Wood & Co.

We believe an examination of this estimate form, reproduced on the opposite page, will be helpful to our subscribers in the contracting field.

You will note that both sides of the form are ruled and printed. The one side (reproduced on the left) is used for making up the estimate, after which it is filed in a loose leaf binder.

When the contract is taken it is removed from the binder and placed in another one, and then the opposite side of the sheet (to the right) is used for recording the cost of the material and labor furnished as the job proceeds. This gives the contractor a definite record of the exact cost for material and labor from day to day on each contract taken.

Questions concerning the use of the form will be gladly answered by this office or by Chas. S. Wood & Company.

WAGE NOTES

Baltimore. Agreement with Local No. 11 Union of Pipe Coverers, with rate of $1.05 per hour, expired December 31st, 1926. The Union offered the employers of Baltimore City a new agreement, effective January 1st, at $1.25 per hour for mechanics and 75c per hour for helpers, the agreement to be in effect one year. This was not accepted by the employers who subsequently made an offer of $1.12½ per hour for mechanics and 67½c per hour for helpers. This was not acceptable to the Union, with the results that Pipe Coverers in Baltimore are on strike at the time of going to press.

PHILADELPHIA. Agreement expired December 31, 1926, the old rate being $1.05 per hour for mechanics, 60c for first and second year helpers, 70c for third and fourth year helpers. The Local Union of Insulation and Asbestos Workers requested a new rate of $1.50 for mechanics, $1.00 for helpers. The employers offered $1.12½ and new rate was finally agreed to on January 10 of $1.25 for mechanics; helpers on a sliding scale of 50c for first year, 60c for second year, 70c third and 85c fourth year. The new agreement is to be in effect for two years.

St. Louis, Mo. Contract was entered into December 27th, 1926, effective January 1st, 1927, to expire December 31st, 1928. Rates are: For 1927, Mechanics $1.31¼; for 1928 $1.37½. Improvers and apprentices 50c per hour for their first two years and 75c for their 3rd and 4th years, and not eligible for mechanic's examination until they serve 4 years in the trade.

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MARKET CONDITIONS

General Business. The year 1926 was full of peaks and valleys. On the whole increased production was felt in most lines, but reduced prices the general rule. It is believed by practically all lines that 1927 will show an improvement over 1926..

Asbestos. In the raw material market things are quite satisfactory. The merger has been in effect sufficiently long to give customers confidence and to satisfy stockholders that it has worked out to the common good. Prices on raw material have been firm at advanced prices thruout the year, and this is true of African fibres as well as Canadian. Canada produced less material in 1926 than in 1925, by some 18,000 tons, but the value of the 1926 production according to figures supplied by the Dominion Bureau of Statistics, Ottawa, was almost a million dollars more than the value of the 1925 production.

Mr. E. J. Wilson, in commenting on the market situation for raw material says:

At the end of the year 1926 stocks of raw asbestos at the mines were very small with the exception of one grade of short fibre.

There is some No. 1 crude on hand but no No. 2 no spinning fibre and only a moderate quantity of shingle stock. It is quite evident that the consumption of spinning material has overtaken production and that there is likely to be an actual shortage for the year 1927. It is stated that the various mines have sold their entire estimated production for this year of spinning material with the exception of No. 1 crude. Prices on some grades have advanced in response to a heavy demand.

The merger of various asbestos mines which took place a year ago, has proven to be a decided success from every point of view. Under able and energetic management, the Merger has produced some astonishing results in increased tonnage, lower operating costs and a standardization of grades most suitable to the various deposits.

In the manufactured goods division, we find the insulation market at its yearly peak, with good demand, firm

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Allbestos Corporation

Quality Brake Lining
Textile Specialties

Asbestos
Yarns, Roving
Cord and Cloth

Manufactured from the raw materials by

Allbestos Corporation

PHILADELPHIA, PA.

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prices. Factories making 85% Magnesia insulation are from two to four weeks behind on shipments. This peak demand will undoubtedly taper off within 30 to 60 days. Contracts for 1927 are being taken at advanced prices over 1926.

Activity in the paper market is always controlled to large extent by the market for air cell and other insulation materials. The paper market is therefore firm, showing good demand. All kinds of insulation materials appear to be in great demand just at present. Prices are fairly steady.

The Asbestos Brake Lining Association, in commenting on the market situation in the brake lining industry says: "For the year closed there has been an increase in the output of the industry over previous years and a steady market. Reduction in the number of sizes ordered has been noticed with a steady increase in certain sizes which tends toward standardization. The prospects for the coming year are good, altho no surprising developments are anticipated."

It is a pity that prices in the brake lining field are so very low. What with advancing costs of raw material and no decrease in labor cost, profit is almost eliminated.

Other textile lines are in fairly good demand, with prices none too high. Shingles are, of course, at low tide at present, but shingle factories are preparing for a big business in the spring.

An idea a day keeps boredom away.

SOUTH AFRICAN & RHODESIAN ASBESTOS
Crocidolite, Chrysotile, Tremolite, Amosite, Etc.
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(Jesse C. Chevers, Man. Dir.)
EXPORTERS OF CRUDE FIBRE AND RAW ASBESTIC PRODUCTS FOR ALL INDUSTRIES
Expert examination and supervision of Asbestos Properties
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AMOSITE ASBESTOS

the new long-fibred material mined in the Transvaal, South Africa

THE CHEAPEST TEXTILE ASBESTOS IN THE WORLD

SPECIAL PROPERTIES

(1) Length of fibre
(2) Tensile strength
(3) High insulating properties
(4) Lightness of weight

This Asbestos, in its various grades, has been proved eminently suitable for—

(a) **TEXTILES** (Yarn and Cloth)
(b) **ASBESTOS-CEMENT SLATES**, and corrugated roofing
(c) **BLOCKS** for Boiler Insulation
(d) **SECTIONAL COVERING**

CAPE ASBESTOS COMPANY, LTD.

23, KING STREET, CHEAPSIDE
London, E. C. 2

Telegrams: Incorrupt London
Tel: City 6937 (3 Lines)

The Cape Asbestos Co Limited
Morley House 26-30 Holborn Viaduct London E.C.1.
Factory, Barking, Essex

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Asbestos Shield for Industrial Furnaces

By H. C. Charles

Industrially, asbestos is a very important material. It is used in many and varied ways, among which may be mentioned its use as a shield against the surplus heat of industrial furnaces.

With the introduction of the oil furnace in industry came the use of a highly concentrated fuel which must be supplied with air in large volume (approximately thirty cubic feet per minute per gallon of oil per hour). The air must be supplied at relatively high pressure (from 8 ounces to 1½ pounds per square inch) in order to atomize the fuel. In some types the air pressure for atomization must be high pressure from 60 to 80 pounds per square inch. All this results in the flame assuming the proportions of a blast, which seeps thru the cracks and crevices of the furnace and particularly around the slot where the work is introduced.

This condition results in a very uncomfortable working position for the furnace man who in many cases is also the machine operator, therefore placing him between the high temperature furnace on the one hand and the machine on the other. Unless something is done to protect the men from the heat of the furnace, production will be very much curtailed if, in fact, production can be continued at all.

The illustration shows how many users of oil have been successful in confining the heat of the furnace to a small zone and particularly how the furnace man or machine operator is protected from the high temperatures.

This shield comprises two sheets of 10 gauge black iron between which is compressed a one inch thickness of abestos. The plates are first punched with 5/16 in. holes at intervals around the sheet and the asbestos laid between them. Several clamps are then placed on the assembly and the holes produced thru the asbestos filler. One quarter

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RHODESIAN WHITE ASBESTOS

THE PRODUCT OF THE

NIL DESPERANDUM MINE
Shabani

TRANSVAAL WHITE ASBESTOS

SUPERFINE QUALITY

THE PRODUCT OF

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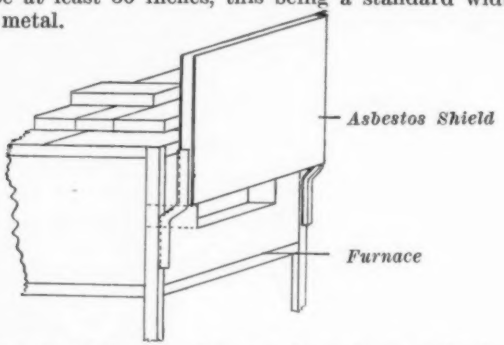
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inch bolts hold the assembly together. The placing of the bolts must be such as will tend to prevent warping of the sheets of metal.

The size of the shield varies with the size of the furnace with regard to length but the height should in all cases be well above the man's head so that the heat released above the shield will not strike the man in the face. The usual height of the work slot in the furnace is 34 inches and the bottom of the shield is placed even with the top edge of the slot. The height of the shield should therefore be at least 30 inches, this being a standard width of sheet metal.



The shield should, of course, be as long as the furnace is wide and properly secured to the furnace with brackets. This forms a more or less stationery part of the furnace so the brackets should be firmly secured to the furnace and to the shield. There should be a space of at least three inches between the shield and the furnace front to permit the high temperature gases to pass upward between the two. The brackets should be placed well to the outside of the furnace to prevent their becoming heated and allow the shield to flop over to the front or rear and otherwise become out of shape with regard to the furnace.

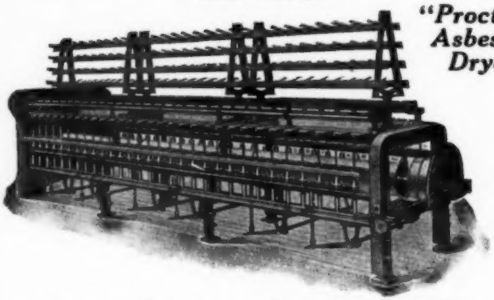
To prevent any strong flame from wiping up along the front side of the shield, an air pipe is usually run parallel with the bottom edge of the shield and with the air orifices directed in toward the furnace. The air thus emitted forces the flame back toward the rear of the shield.

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ASBESTOS YARN MACHINERY

"Smith-Furbush"

"Proctor" Asbestos Dryers



PROCTOR & SCHWARTZ, INC.

Formerly Smith & Furbush Machine Co.

Seventh St. & Tabor Rd., Philadelphia, Pa.

Nederlandsche Asbest My.

Importers of Asbestos
Crudes and Fibres

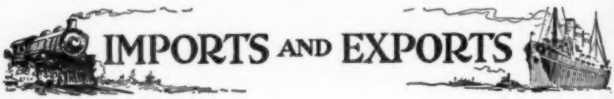
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A. B. C. 5th Edition
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Lieber's Code

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Imports into U. S. A.

Unmanufactured Asbestos.

	October 1925 Tons (2240 lbs.)	Value	October 1926 Tons (2240 lbs.)	Value
Canada	21,644	$641,416	19,293	$612,198
United Kingdom	...	...	51	12,766
Germany	42	7,843	11	2,751
Br. S. Africa	...	...	136	21,246
Port E. Africa	327	69,509	174	39,190
Italy	...	...	1	210
	22,013	$718,768	19,666	$688,361

The material from Germany, Italy and the United Kingdom was all Crude; that from British S. Africa consisted of 69 tons of Crude valued at $14,779, and 67 tons of Mill Fibre valued at $6,467; from Portuguese E. Africa there were imported 165 tons of Crude, valued at $37,640, and 9 tons of Mill Fibre valued at $1,550. The Canadian material consisted of 483 tons of Crude valued at $118,028, 5,837 tons of Mill Fibre valued at $292,529, and 12,973 tons of lower grades, valued at $201,641.

Manufactured Asbestos.

	October 1925 Pounds	Value	October 1926 Pounds	Value
Yarn—				
United Kingdom	3,273	$ 1,178	20,277	$ 6,774
Germany	557	561	...	...
Fabrics, Woven—				
United Kingdom	8,964	4,370	3,940	3,354
Packing, Fabric—				
Canada	...	...	1,094	57
Switzerland	...	...	27	79
United Kingdom	...	...	1,492	1,353
			2,613	1,489
Packing, Not Fabric—				
Canada	71	23	...	...
Germany	...	...	4,366	947
Switzerland	...	...	100	61
United Kingdom	...	...	30	27
			4,496	1,035

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Asbestos Fibre

for the manufacture

of

Roofing Cements · Fibrous Paints
Filtration Packings
Asbestos Shingles and Lumber
Insulating Cements
Asbestos Paper · Pipe Coverings
Asbestos Millboard
High Temperature Cements

THE QUEBEC ASBESTOS CORPORATION

Office and Mines
EAST BROUGHTON, PROVINCE *of* QUEBEC
CANADA

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	October 1925 Pounds	Value	October 1926 Pounds	Value
Paper and Millboard—None				
Shingles, Slate, Wood or Lumber—				
Belgium	4,540,651	71,746	8,308,454	115,309
Canada	20,905	764	51,570	2,094
France	...	...	339,639	5,902
Germany	...	...	535,429	9,123
Netherlands	...	...	499,535	9,209
United Kingdom	...	...	.....	....
	4,561,556	$72,510	9,734,627	$141,637
Asbestos Cement—				
Italy	...	...	118,330	2,617
Canada	240	14	...	...
Other Manufactures—				
Austria	4,195	$ 8,073	...	...
Belgium	96,950	1,820	...	...
Germany	2,454	324	174,200	3,223
Netherlands	581,391	9,901	...	...
Switzerland	...	...	184	51
United Kingdom	11,897	5,419	4,509	2,557
Canada	1,475	73	1,405	93
	698,362	$25,610	180,298	$5,924
Grand Total	*5,273,023*	*$104,266*	*10,064,581*	*$162,830*

Exports from U. S. A.

Exports of Unmanufactured Asbestos for the month of October 1926, amounted to 22 tons, valued at $4,770; compared with October 1925, when 29 tons, valued at $2,914, were exported.

Exports of manufactured Asbestos goods:

Paper, Mlbd. & Rlbd...	188,347	$11,056	146,491	$10,112
Pipe Covg. & Cement.	480,163	25,816	240,409	11,920
Textiles, Yarn & Pkg..	89,416	56,091	88,474	54,459
Brake & Clutch Lin'g.	94,316	70,940	118,928	80,007
Magnesia & Mfrs. of..	461,430	33,209	512,330	25,091
Asbestos Roofing.....	5,299 sqs.	22,778	5,989 sqs.	55,798
Other Manufactures..	190,536	26,334	226,394	31,561

Imports and Exports by England.

Imports of Raw Material:

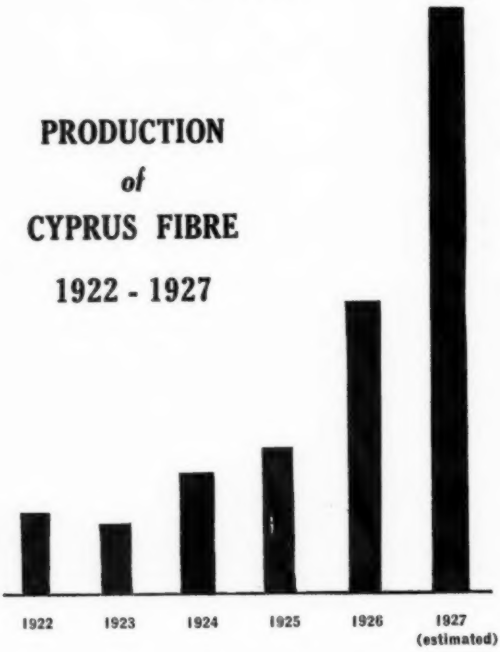
	October 1925 Tons (2240 lbs.)	Value	October 1926 Tons (2240 lbs.)	Value
From Rhodesia	1,170	£33,324	703	£21,309
From Canada	410	7,210	1,128	18,662

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CYPRUS ASBESTOS COMPANY

LIMITED

PRODUCTION
of
CYPRUS FIBRE
1922 - 1927



SALES OFFICE:

49 ST. JAMES'S STREET, LONDON, S. W. I.

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From Other Countries	208	4,151	906	23,930
Total Imports	1,788	44,685	2,737	63,901
Re-Shipments	142	4,323	320	11,940

Exports of Manufactured Asbestos Goods:

	October Tons (2240 lbs.)	1925 Value	October Tons (2240 lbs.)	1926 Value
To Netherlands	41	£ 4,230	64	£ 5,012
To France	33	8,109	43	6,695
To U. S. A.	10	1,533	22	4,688
To British India	242	7,819	529	15,741
To Australia	53	7,037	46	7,692
To Other Countries	1,639	57,486	2,146	71,707
	2,018	£86,214	2,850	£111,535

Exports of Raw Asbestos from Canada.

	September Tons (2000 lbs.)	1925 Value	September Tons (2000 lbs.)	1926 Value
United Kingdom	650	63,737	568	43,025
United States	8,400	441,073	6,684	407,833
Australia	50	3,500	265	19,550
Belgium	130	5,600	520	37,100
France	415	29,800	565	38,075
Germany	533	57,110	1,620	111,215
Italy	269	18,610	350	20,625
Japan	156	15,262	775	44,750
Netherlands	548	48,380	50	2,750
Spain	50	3,000	...	...
Total	11,201	$686,072	11,397	$724,923
Asbestos Sand and Waste—				
United Kingdom	120	2,275	100	2,500
United States	11,700	161,624	10,766	152,272
France	...	...	90	1,875
Germany	120	2,400	60	900
Netherlands	33	660	30	450
Total	11,973	166,959	11,046	157,997
*Grand Total	*23,174*	*$853,031*	*22,443*	*$882,920*

WANTED—Man to take charge of asbestos covering and insulating department in Canada. Must be able to read blue prints and make estimates. Apply to IC-C, Contract Department, "ASBESTOS".

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PRODUCTION STATISTICS

Rhodesia. (Rhodesia Chamber of Mines.)

	September Tons (2000 lbs.)	1926 Value
Bulawayo District.		
Nil Desperandum and Sphinx (Afr. Asb. Min. Co., Ltd.)	686	£12,037
Pangani (J. S. Hancock)	31	416
Shabanie (Rho. & Gen. Asb. Corp. Ltd.)	896	16,450
		£28,903
Deduct: Nil Desperandum adjust, April 1925, to March, 1926		807
		£28,096
Lomagundi District.		
Ethel (Union & Rho. Tr. Co. Ltd.)	24	600
Victoria District.		
Gath's (R. & Gen. Asb. Corp. Ltd.)	934	18,683
King (R. & Gen. Asb. Corp. Ltd.)	345	6,749
	2916	£54,128
For September 1925	2977	£69,899

Union of South Africa. (Dept. Mines & Industries, U. of S. Africa.)

	September Tons (2000 lbs.)	1926 Value
Transvaal (Amosite)	276	£2,660
Transvaal (Chrysotile)	410	6,818
Cape (Blue)	311	6,425
	997	£15,903
For September 1925	841	£12,588

Cyprus (Cyprus Asbestos Co.)
November 1926—332 tons (2240 lbs.)
Total production for first eleven months of 1926—6,000 tons.

Canada.

Estimated production of Asbestos in Canada during 1926, is 272,000 tons, valued at $9,777,000. Production during 1925 was 290,389 tons, valued at $8,988,360. (Figures supplied by Dominion Bureau of Statistics, Canada.)

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NEWS OF THE INDUSTRY

Birthdays. Our birthday list this month contains the following names: Robert A. Keasbey, President of the Robert A. Keasbey Company, whose birthday occurs on January 16th; G. D. Crabbs, President, Philip Carey Company, January 22nd; C. J. Stover, Philadelphia, January 29th; Benj. T. Conwell, Jr., President, Eternit, Inc., Philadelphia, February 3rd; H. N. Dawes, President, Nightingale & Childs Co., February 5th.

We extend to all these gentlemen our congratulations and best wishes.

Johns-Manville, Inc. Probably the biggest event which ever occurred in the Asbestos Industry was the recent dividend declared by Johns-Manville, Inc. The dividend consisted of an 18% cash dividend ($18.00 per share, in other words, or a total of $4,500,000), the splitting up of their common stock by giving three shares of new for one share of old, and, in addition, there was declared a preferred stock dividend giving one share of preferred for each three shares of old common held. The preferred stock dividend was 75,000 shares; the old common was 250,000 shares of no par value, thus raising the common to to 750,000 shares.

Almost immediately after announcement of the dividend, comes the announcement of the purchase by J. P. Morgan & Company of a large block of preferred stock, said to be between $7,000,000 and $7,500,000. H. E. Manville, President, retains control of the company by reason of his possession of a majority of the voting stock. This sale of stock is remarkable as, previously, stock of Johns-Manville, Inc., has been closely held by the various members of and executives in the firm.

Manufacture Belge d'Amiante et de Caoutchouc, Duerne, Anvers, have during the past year erected a new factory for the manufacture of High Pressure Jointing. Large quantities of the cheaper quality "Tip Top" Jointing were exported, and the department making the better quality "Tearit" Jointing (quite untearable) was also very busy. This firm is the sole manufacturer of H. P. Jointing in Belgium.

Kaapsche Hoop Asbestos. A rather interesting specimen of Kaapsche Hoop Asbestos has recently been received thru our kind friend, E. Schaaf-Regelman of New York City. This resembles Canadian material more nearly than any other African Asbestos we have ever seen, and in fact we doubt whether any but an expert could tell it from Canadian.

Robert H. Anderson, Vice President and Superintendent of the Keasbey & Mattison Company, at Ambler, is recovering

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ELWOOD J. WILSON

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AT 45TH STREET

New York : : N. Y.

RHODESIAN and CANADIAN ASBESTOS
CHRYSOTILE — BLUE — AMOSITE

The Expert Examination of Asbestos Properties

High-Grade Asbestos Textiles

CARDED FIBRES
YARNS, CORD, MANTLE YARNS
PLAIN AND METALLIC CLOTHS
BRAIDED AND WOVEN TAPES
BRAIDED TUBINGS
WOVEN SHEET PACKINGS
WOVEN BRAKE LININGS
GLOVES, MITTENS, LEGGINS
GASKETS, SEAMLESS AND JOINTED
PACKINGS, STEM AND HIGH PRESSURE
WICK AND ROPE

ASBESTOS FIBRE SPINNING COMPANY
NORTH WALES, PENNA.

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slowly from his recent accident when he suffered a broken collar bone caused by his being thrown from a horse.

Illinois Philip Carey Company. Announcement was made on December 14th, of the organization of the Illinois Philip Carey Company, formed to operate the businesses formerly conducted by the Asbestos Products Company of Chicago, and the Chicago Branch of the Philip Carey Company. The new company will distribute and apply, in Chicago and adjacent territory, the entire lines formerly handled by the two companies, carrying a complete line of asbestos, magnesia and asphalt products.

The policies of the Illinois Philip Carey Company will be identical with those of its predecessors. The officers are John H. Victor, President, Frank R. Schueler, Vice President and Secretary, Frank C. LeRow, Vice President and Treasurer. The location is 2100 Fullerton Ave., Chicago, Ill.

Rhodesian Asbestos & Chrome Syndicate. The Asbestos properties controlled by this Syndicate are Wynne's Asbestos Mines, containing 323 claims in the Bulawayo District, and the Boss Mine of 180 claims in the Victoria District. The Secretaries are the London & Rhodesia Mining & Land Company Ltd., Salisbury, Africa, and the full list of directors as follows: Sir Abe Bailey, Bt. K. C. M. G.; D. V. Burnett, M. I. M. M.; G. C. Hards; B. G. Derry; Sir E. W. S. Montague and C. E. Wells.

Packard & Davis, is the name of the firm organized by I. F. Packard and Frank F. Davis to take over, as of January 1st, 1927, the Pacific Coast representation of the Keasbey & Mattison Company. The headquarters of the firm have been established at 745 Polk Street, San Francisco, Calif.

Cyprus Asbestos Co. An additional issue of capital is being made by the Cyprus Asbestos Company, amounting to 100,000 preferred shares of £1 each, to be issued at 25/- per share. The Directors' circular states that the new milling system is fulfilling expectations and that the debit balance of £27,000 should be entirely wiped out by the end of this year. By May 1st next the Company will have seven primary mills working with an ore crushing capacity of 12,000 tons weekly, as compared with 2,400 tons weekly in 1925. The output for 1927 has all been sold at prices which should leave a net profit of £63,000.

Insulating of a Residence is the title of a paper to be read by Lee Nusbaum at the Wednesday, January 26th session of the Annual Meeting of the American Society of Heating & Ventilating Engineers.

"Palatite" has been registered as a trade mark for Brake Linings, by Harry Whatmough, trading as the Palatine Packing Co., 83 Dewhirst road, Rochdale, Lancashire, England.

"Flangite" has been registered as a trade mark for steam and hydraulic packing and jointing, and insulating substances

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CONSOLIDATED ASBESTOS
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BASE METALS, Ltd.

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of asbestos, mica, resin, oils or bitumen, by Robert Bowran & Co., Ltd., 4 St. Nicholas' Buildings, Newcastle-upon-Tyne.

"Ferodo" has been registered as a trade mark on brake blocks, brake and clutch linings, surfacing materials, stair treads, etc., by Ferodo Ltd., Sovereign Mills, Hayfield Road, Derbyshire, England.

Rhodesian & General Asbestos Corporation. The Shabani Mine has embarked on a big program of expansion. A new power station comprising 4 units of 325 b. h. p. producer gas engines will be completed by March. A new milling plant is being erected to handle all the rock as it comes from the quarries, the capacity of this plant to be about 60,000 tons of rock per month. A railway has been authorized and surveyed and should reach the property in about a year's time, when a big increase in output, involving an all-round expansion in activity, is assured. N. H. Griffin is Consulting Engineer at this property.

A West Coast Insulation Manufacturer wishes representation in eastern Pennsylvania. Further details will be supplied upon request."

David Baxter & Sons, Ltd., a private company with £25,000 capital, has been formed to acquire the mill stores, etc. business carried on by H. Baxter at Mersey Works, Bird Hall lane, Cheadle Heath, near Stockport, and to carry on the business of manufacturers and dealers in india-rubber and asbestos goods, steam and hydraulic packings, etc. The first directors are H. Baxter (Chairman) L. Pearson, B. Baxter and E. Barnes.

T. J. S. NICELY, formerly assistant manager of the Philadelphia office of Johns Manville, Inc., on January 1, 1927 was made manager of that office, the former manager, J. O. Boylan, having been transferred to the home office in New York.

Mr. Nicely has been in the service of Johns Manville, Inc. for thirty-six years. He is universally liked and respected by the trade and every one wishes him the best of success in this new position.

Freight Rates. Docket No. 29 of the Consolidated Classification Committee contains a proposal by shippers to give a specific rating on Air Cell Asbestos Paper Boiler or Pipe Covering of 2nd class in all classifications in less car lots, and 4th class in all classifications in carloads, minimum 20,000 lbs. Previously ratings for this particular material were not provided, the material being shipped under some general classification.

Asbestos Lumber, including flat hard Sheathing or Wallboard, not ornamented, polished nor shaped has previously taken 4th class in all classifications when shipped in less car lots, and 6th class in car lots, minimum weight 40,000 pounds. Shippers suggest that these rates be changed to L. C. L. 3rd class in the official, and western, 4th class in the Southern, and C. L., minimum 36,000 pounds, 5th class in the official and western, 6th in the southern.

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PATENTS

Gasket. No. 1,602,515. Granted to Claude B. Bailey, Wyandotte, Mich., assignor to McCord Radiator & Mfg. Co., Detroit. Filed July 18, 1925. Serial 44,489.

Described as a gasket having a flat body portion of a single layer of sheet metal and having a port hole therein and a process receiving member formed of sheet metal, independent of the gasket body and inserted in the port hole, said member being folded to have a greater number of folds or layers on one side of the gasket body than on the other, with an intermediate layer on one side of the gasket layer connected with the an outer layer on the opposite side by a fold in the metal extending thru the port hole, the intermediate layer on the last mentioned side of the gasket body being narrower than the outermost layer and being integrally connected by folds in the metal about the inside and outside edges respectively of said layers.

Method of Preparation of Diatomaceous Earth. No. 1,606,281. Granted on November 9th, to Richard C. Williams, Baltimore, Md., assignor to the Diatom Insulation Company, Baltimore, a corporation of Delaware. Filed July 15, 1925. Serial No. 43,872.

Described as the method of separating the whole skeletal frames of diatoms from diatomaceous earth, which consists in mixing raw diatomaceous earth with a relatively large quantity of water, adding thereto a deflocculating substance, permitting the mixture to deflocculate, adding a flocculating substance, permitting the heavier whole frames to settle to the bottom of the mixture and removing the unsettled broken frames and impurities with a supernatant water.

Automobile Brake Tester for Measuring the Efficiency of Brakes. No. 1,607,671. Granted on November 23rd, to John J. Grabfield, of Brighton, Mass., and Frederick A. Kinck, Jr., of Westfield, N. J. Filed August 6th, 1923. Serial No. 655,952. Further details will be supplied upon request.

BUILDING STATISTICS

Contracts awarded during November for various building projects, decreased considerably from the October totals. The October figures were 15,025 projects, with floor space of 72,392,500, valued at $515,726,600; November figures were 13,209 projects with floor space of 70,515,900, valued at $487,012,500. The largest decreases were noted in commercial buildings, public works and utilities, and religious and memorial buildings. Increases were noted in educational buildings and military and navy buildings.

Figures for the first eleven months of 1926 show an increase in number of projects and value of contracts awarded with a decrease in ficor space, over 1925. Value of contracts awarded in 1926 (11mos.) was $5,812,518,900, against $5,310,950,000. Floor space during the first eleven months of 1926 totalled 819,583,200, while for 1925 it was 824,574,500.

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Asbestos Prepared Roofing

3 Ply White Seal Asbestos Roofing
4 Ply White Seal Asbestos Roofing
4 Ply Fire Chief Asbestos Roofing, Burlap Center
3 Ply Black Seal Asbestos Roofing
4 Ply Black Seal Asbestos Roofing

These are all mineral products made to withstand the elements and give life time service.
Approved by the Board of Underwriters' for use in fire zones.
Highest quality Roofing manufactured.
First cost your only cost.

Asbestos Built-Up Roofing Felts

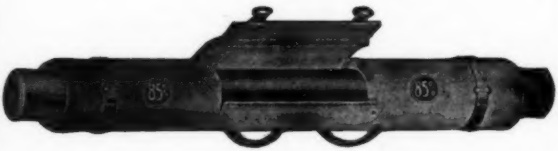
Asbestos Asphalt No. 2 Impregnated Felt
Asbescoat No. 67 Base Felt
Asbestos No. 30 Base Felt
Asbestos No. 35 Base Felt
2 Ply White Seal Asbestos Base Felt
2 Ply Black Seal Asbestos Base Felt

H. F. WATSON COMPANY
Manufacturers
CHICAGO BRANCH
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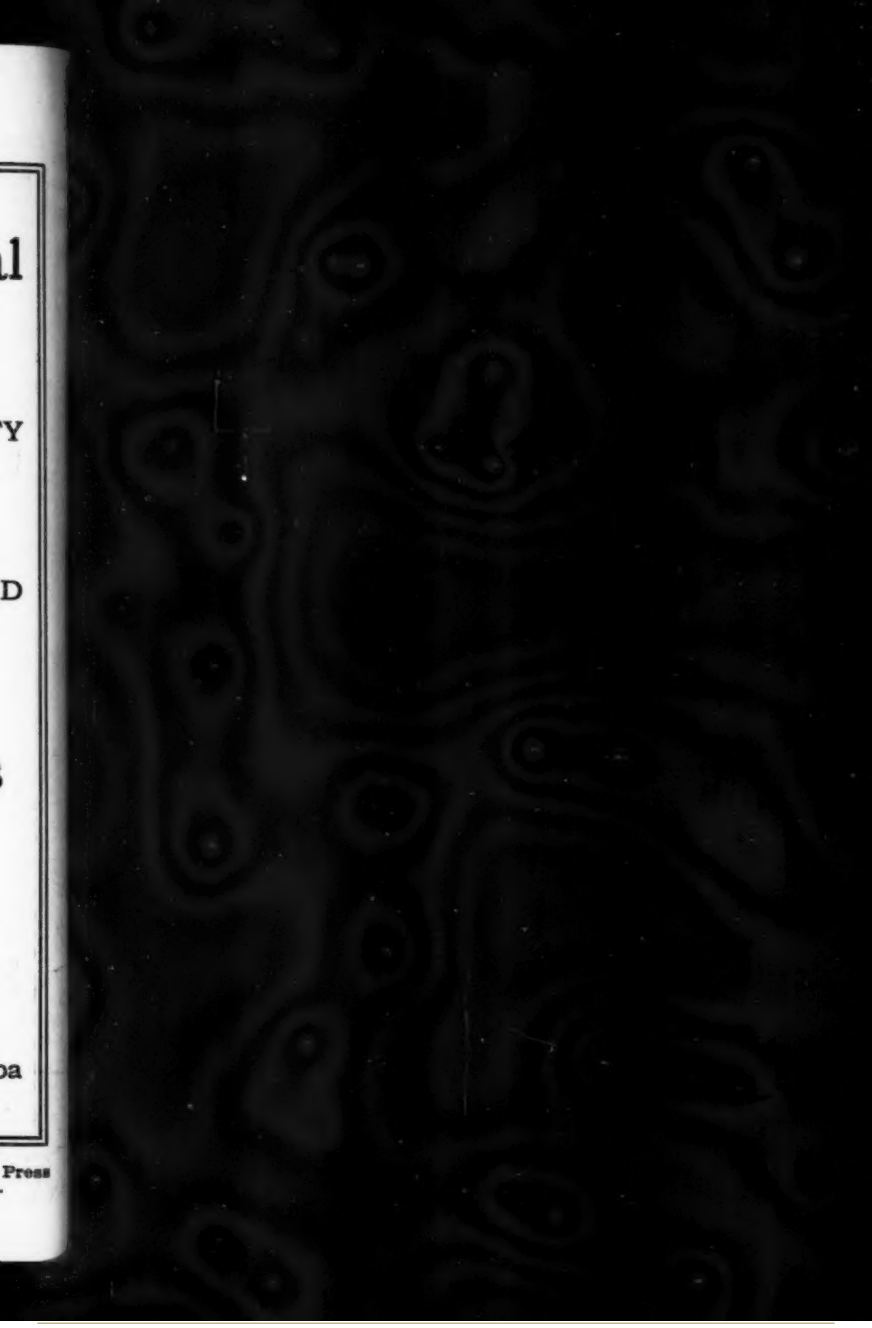
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