

INDUSTRIAL RECORD

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THE RECORD'S OFFICES.

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

NOTICE TO PATRONS.

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

Industrial Record Publishing Co.

FLORIDA, PAST AND PRESENT.

A recent trip up our beautiful St. Johns, the first for twenty years, has set astir the wheels of memory, bringing before my mental vision, as I muse, a rapid panorama of almost two-score years.

The individual finds encouragement and renewed hope and strength as he looks back over the past, strewn with many failures possibly, and remembers the many mountains of difficulty successfully scaled, the deserts of anxiety safely crossed, the dark streams seemingly impassable, safely forded. The Christian's heart throbs with gratitude to his Creator. Others repeat with the poet: "There is a destiny that shapes our ends, rough hew them as we may."

As a people it is helpful to look back over the past and note the wonderful changes and remarkable improvements that have come into our own commonwealth—beautiful Florida, the Land of Flowers.

Well does the writer remember, when but a lad of 12, his first trip to Florida. Starting from our home in Middle Georgia, just at this season, in 1872, we wended our way hither.

At Macon we boarded an accommodation train. Surely it was well named—one of the most accommodating trains I ever knew, carrying freight as well as passengers. We seemed to stop at almost every cross-roads. Our connecting train at Jessup was not so accommodating. We were left high and dry at that village for twelve hours.

Arriving at Jacksonville we embarked on the steamer Darlington for Toccoi, mak-

ing close connection with the tram road there for St. Augustine. The rails were of yellow pine, 2x4, nailed on cross timbers somewhat larger. For about a mile at the St. Augustine end a thin strip of iron was tacked on top of the rails. This portion of the track was a luxury and much appreciated. The motive power to this road was a good, strong, patient, 15½-hand mule. The terminals were located this side of the Sebastian river. Boarding a four-horse "bus," with the United States mail thrown on top, we took up our final march into the Ancient City. As we passed along the oak-lined highway a long, clear bugle blast from the driver announced to the whole population that the mail had arrived.

The following winter we came to Green Cove Springs, going up on the little steamer, Mary Draper, commanded by Capt. W. A. Hallows, father of our new State's attorney.

In December, 1875, we came to stay, locating at Ft. Reed, two miles out from Sanford. That trip up the river was made on the steamer Starlight, Capt. Coxetter, landing at Mellonville, which was then the point of embarkation for freight and passengers for Ft. Mead, Orlando, Kissimmee and the other South Florida points. Sanford was just established, and the Sanford House under construction.

During these years, so hastily reviewed, there was no railroad south of Jacksonville. Consequently the river traffic was heavy. All "old-timers" will recall the familiar names of the steamers and masters. The little stern-wheeler Lollie Boy, running from Sanford up the Wekiva river, had for master the clever Capt. "Bill" Shaw, with the late popular John L. Howard as purser. The fast steamer Florence made round trips daily from Jacksonville to Palatka. The large side-wheel steamers City Point, Capt. Jim Fitzgerald, and Dictator, Capt. Leo Vogel, from Charleston to Palatka, touching at Jacksonville and Green Cove Springs, on schedule time. The Lizzie Baker, from Savannah to Sanford, and the Hart Line steamers on the picturesque Ocklawaha were all well patronized.

Along in the 80's Capt. H. T. Baya had gathered at Jacksonville quite a fleet of river steamers, his Sylvan Glen being especially noted for speed. Thousands would gather along the wharf front daily, morning and evening, to watch the start and finish of the race between this boat and her rival, the John Sylvester, to Palatka and return. These two were so nearly matched in speed, that often they would make the final round up not more than a half mile apart.

Then came the merging of the Baya and DeBary Lines into the DeBary-Baya Line, the independent boats, Volusia, Arrow, City of Sanford, Fannie Dugan, Queen of the St. Johns and others.

In 1880 there was great rejoicing at Sanford over the first shovel of dirt thrown on the South Florida Railroad by ex-President Grant. How proud we were over the first stretch of the little narrow gauge road, with the tiny engine Seminols.

Later came the board gauge Jacksonville, Tampa and Key West Railroad, from Jacksonville to Palatka; then on to Sanford. The South Florida pushed on to Tampa; the road to St. Augustine, the Florida Southern and various other roads, short and long, gauges broadened and mergers accomplished, until we have the present network of trunk lines and trib-

utaries, which thread their way throughout the State.

Many are the changes wrought in these latter days with brain, brawn and money. Our own Jacksonville has come through fire and pestilence with renewed health and unbounded spirit, until now the whole nation takes notice of her business activity and prosperity.

All up and down and through every section of Florida prosperity and progress is the slogan. The Gulf coast, with its manufactures and other industries; West Florida, with its lumber, naval stores, tobacco-growing and farming; South Florida, with its many groves of orange and other citrus fruits; Central Florida, with its wonderful trucking industries, growing many vegetables deemed by old settlers unsuited to our soil and climate, notably celery and lettuce, which at Sanford, with their artesian sub-irrigation and drainage, yield \$1,000 to \$2,000 per acre; Bradford, Polk and other counties, with their strawberries, are adding a half million annually to our coffers; Hastings, with early vegetables, bringing in a like amount.

Last, but not least, as we turn to the East Coast, dubbed by some "Paradise Regained," we must hold our breath at its development.

It is hard to realize that one great mind has planned and carried to a conclusion the wonders apparent on every hand, from the palatial hotels at St. Augustine on down the long stretch of the Atlantic, with the many magnificent hotels, surrounded by Eden-like mid-winter gardens of tender foliage and perfume-laden flowers, where the tourist, fleeing from the snow and ice of his homeland, may bask in perpetual sunshine and feast his soul on the incomparable beauty of Florida's settings. Not content with unlocking to the world the natural beauties of the East Coast, this same great mind has dared the energy and rigor of the waters of the Gulf, making it possible for the traveler soon to ride behind the iron horse over land and sea to that queen of the Gulf—Key West.

It is impossible to compute the money returns to Florida by the opening up of this long stretch of lands down our Atlantic coast, with its millions of annual income from citrus fruits, pineapples, tomatoes and the many tropical fruits and vegetables for which this section is especially noted.

There is only one Florida, and no other section of the world presents such possibilities for health, pleasure and profit.—H. H. Deane, in Metropolis.

**PROFITS TOO SMALL,
SAYS MR. HARRIMAN.**

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into the question of the cost of these materials. It is natural for the consumer to think that they cost too much, and he may divide the responsibility of the supposed excessive cost between the miner and the railroad. The producer, on the other hand, is apt to lay the excessive cost at the door of the railroad. And there is a widely circulated expression that the railroads charge for transportation all that the traffic will bear. It is equally true that they do not charge what the traffic will not bear.

"The managers and the stockholders of railroads in this country realize that they must make rates that will enable the industries located along the railway line to compete with those located along other railway lines. They also realize—and

**THE CLOTHIERS**

14 and 16 West Bay St. Jacksonville, Fla



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SHOES,

HART, SCHAF-
NER AND MARX
CLOTHES.

WE
AIM
TO
PLEASE

QUALITY
IS
OUR
SPECIALTY

THE STUART-BERNSTEIN CO

you will admit the justice of the claim—that the freight charges must be such as to permit the railroad to do its work properly and yield fair returns to the men and women of this country whose savings have helped to build and improve the railroads.

Rates Now Diminishing.

"Let me call your attention also to the fact that as the country is developing and as the railroads are developing freight rates have been diminishing. The people of this country desire to be fair, and they desire to see all interests treated fairly. The impression exists that the railroads are owned by a few rich men, and it is contended that because these men are rich they can stand a restriction to a small return on their investment. But the fact is that the railroads are not owned by a few rich men.

"The opinion that those who invest their means in a railroad should not be permitted to earn more than a 'fair rate of interest' upon the cash value of its property, and that four per cent is a 'fair rate of interest,' and hence the maximum permissible interest on such investments, is inconsistent with the higher rates of interest from other kinds of investments. In 1900 the farmers of this country received the return of nine per cent on the values of their farms in that year; the manufacturers enjoyed in the same year a net return of 19.4 per cent., while the average net return upon the railroad investments was scarcely four per cent. As a single additional basis of comparison I may add that during the last forty years the dividends of national banks in the United States have averaged 8½ per cent. In no year has this average gone below six per cent. During the last few years these national bank dividends have averaged ten per cent.

"The people of Pittsburg are naturally and especially interested in the improvement of the inland water transportation facilities as a means of enabling you to receive your heavy raw mineral products