

**INDUSTRIAL RECORD**

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Commended to lumber people by special resolution adopted by the Georgia Sawmill Association.

**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.

**AS OTHERS SEE JACKSONVILLE.**

The Southern Building Record (Nashville)  
Tells of Construction Improvements.

Since the great fire of May 3, 1901, when the entire city of Jacksonville was laid in ashes, there have been erected 8,067 new buildings.

Jacksonville has enjoyed an uninterrupted building boom since the great conflagration and in almost every instance the new buildings erected are superior to those destroyed. Particularly is this true at the present time, as the new buildings now under the course of construction are of a costlier, larger and more substantial character than ever before.

It is also true that the expansion in this particular becomes more marked each month of the building progress.

For the erection of another handsome three-story structure ground will soon be broken on Main street. The building will be erected by the Seminole Investment Company, of which Harold Weston is president and George W. Clark secretary, on a recently purchased lot on Main between Church and Ashley streets.

The building will be very similar in appearance to the Clark building, with large store-rooms on the ground floor, together with a handsome lobby, while the two upper floors will be divided into rooms for an up-to-date European hotel.

The building will be constructed of white pressed brick and will compare favorably with any of the city's best structures.

Finding their present factory too small to take care of their rapidly increasing business, and, in order to provide facilities which will enable them to expand the scope

of their business operations, the Dozier & Gay Paint Company are having erected a new factory. This concern owns and operates the only paint manufactory in the State and is one of commercial and industrial Jacksonville's most important enterprises.

Main street is to have another fine building very soon—and it is understood that the owners will have no trouble in securing tenants for the place, and are being urged to use the best possible means of pushing the construction forward. The new building is to be constructed at the southeast corner of Main and Union streets and is to be of brick and stone, three stories high, and with dimensions of 105 feet on Main street and 86½ feet on Union street. There will be five large stores, and the main entrance to the upper floors on Main street, and twelve handsome, modern apartments will occupy the second and third floors.

From drawings submitted it is seen that this new building, to be erected by Messrs. J. J. Flynn and Pleasant A. Holt, will be an ornament as well as a permanent improvement for this fine location. Red pressed brick and stone will be used on the front of the building, plate glass and modern construction will characterize it throughout. Capt. W. F. Ivers, the well-known builder, has charge of the construction, and Messrs. McClure and Holmes, architects, drew the plans.

The Merrill-Stevens Company has been awarded the contract and is now at work dredging out the slip alongside the Seaboard Air Line pier, foot of Johns street, where the Logan Coal Company will erect a long pier, which will be used in their coal business.

The slip is to be dredged to a depth of about 25 feet and the pier will be one of the most substantial ever erected along the waterfront of Jacksonville.

The work of constructing a substantial foundation for the new ten-story office building of the Atlantic National Bank on Forsyth street is practically completed and within the next few days the task of running skyward the steel framing will be begun.

Mr. Winslow, supervising architect, representing Mowbray & Duffinger, of New York, contracting architects, arrived in the city recently and immediately took up the work of directing the construction of the big building. Mr. Winslow is one of the ablest supervising architects in the country, and under his capable direction the skyscraper will, within a short time, take tangible form.

Several thousand dollars have already been expended in constructing a suitable foundation, which fact lends evidence of the substantial construction intended for the building. The building, when completed, will cost nearly \$400,000.

The building, ten stories in height, will tower 131 feet, or quite a distance above the top of the cupola of the postoffice, and attaining the distinction of being the loftiest object in the city.

The contract calls for completion by June 1, 1909.

The new W. A. Bisbee building, being erected of reinforced concrete, etc., on Forsyth street, has attained the seventh floor. This building will be ten stories in height, and modern in every particular.

Excavating for a foundation for the ten-story office building being erected by the Ucita Investment Company, composed mostly of local capital, is progressing. This

building is being erected at the corner of Hogan and Forsyth streets.

Interior trimmings are now being supplied the new Masonic Temple on Main street. This building is seven stories high and when completed will be one of the handsomest homes for a State secret or fraternal order in the country.

The handsome new Catholic Cathedral will soon be ready for use.

Work on the new Young Men's Christian Association building, corner of Duval and Laura streets, is progressing rapidly. The electricians are down to the second floor with their work, having commenced at the top, and the piping for gas is about as far advanced as the electrical work.

**EXPANSION OF OUR EXPORT TRADE WITH THE LATIN-AMERICAN COUNTRIES AND ITS IMPORTANCE TO THE SOUTH.**

(By W. W. Finley, President Southern Railway Company.)

This is a matter of special importance to our section, not only because of our geographical advantage with reference to this trade, which, as to the Pacific Coast countries, will be still further increased by the completion of the Panama Canal, but also because a large proportion of the commodities which the countries to the south of us import can be produced and manufactured advantageously in the Southern States. A few statistics will show the great present importance and future possibilities of these markets. In round figures, the combined area of Mexico, Central America, South America and the West India Islands is 9,000,000 square miles, and their combined population is 65,000,000. Their population is rapidly increasing. In the year 1907, 329,122 immigrants arrived in Argentina alone. Among South American cities, Rio de Janeiro will soon have a population of 1,000,000, and Buenos Aires, the largest city in the world south of the equator, has approximately 1,200,000 inhabitants, and the progressive character of its people is shown by the fact that they are now arranging to put in a system of underground electric railways. The past ten years have witnessed a marked change in political and economic conditions in the Latin-American countries. Political upheavals are now of comparatively rare occurrence, and with few exceptions, these countries have stable governments which afford adequate protection to life and property. They are making rapid strides in material development. In former years they were seriously hampered by lack of transportation facilities. Their needs in this respect are being rapidly supplied. Navigable stream sars being improved, wagon roads are being constructed, and the Latin-American governments, generally, are pursuing an enlightened policy of encouragement to railway construction. In 1907, for instance, over 900 miles of new railway were constructed in Argentina, making the total length of the lines in operation in that country 14,000 miles. In Brazil 436 miles of railway were built in 1907, bringing the total mileage up to 11,369 miles. Mexico has 14,181 miles of railway. Chile has 1,800 miles of railway, and in the mountain country of Bolivia a plan of construction involving the expenditure of \$27,000,000 of governmental and private capital has been adopted. Political stability, increasing population, and improved means of transportation are resulting in material progress and in an increase in the purchasing power of the Latin-

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American people, the extent of which, I believe, is not generally appreciated in our country.

The Latin-American countries produce an abundance of commodities that are in demand in other lands. The combined value of their exports, almost wholly made up of manufactured articles, is about \$1,072,000 per year. The combined value of their imports, composed chiefly of manufactured articles, amounts, approximately, to \$1,000,000,900 per year. Our country is their best consumer. In the year ended June 30, 1908, we bought from them commodities to the value of \$287,058,079. In the same year our sales to them amounted to \$236,632,131. The importance of the Latin-American markets is indicated not so much by the present value of the imports into those countries as by the rate at which their purchases from other countries are increasing. In 1898 the total value of their purchases from the United States was \$85,861,857. Comparing these figures with those for the last fiscal year, shows an increase in ten years of \$150,770,274, or 176 per cent. In the same period the total value of our exports to all the rest of the world increased a fraction less than 42 per cent. Gratifying as this increase is, it does not represent what might have been attained if our people had given more attention to these markets, for many of the countries have increased their purchases from Great Britain, Germany and France even more rapidly than from the United States, and notwithstanding our geographical advantage, they purchase more than three times as much from other countries as from us. In some markets, in fact, we have been losing ground. For instance, the July Bulletin of the Bureau of American Republics, reviewing the foreign commerce of Brazil, says: "American cotton manufactures are disappearing from the Brazilian market very rapidly, while those of Great Britain and Germany, made from American raw material, are rapidly increasing." This statement is borne out by the latest statistics available, those for the nine months ended