

WEEKLY INDUSTRIAL RECORD.

PUBLISHED EVERY SATURDAY, DEVOTED TO NAVAL STORES, LUMBER AND MANUFACTURING INTERESTS.

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Jacksonville to be Port For Merchants & Miners.

The Official Announcement is of Far-reaching Importance to the Commercial Interests of Florida.

The board of directors of the Merchants and Miners' Transportation Company, at a meeting in Baltimore Monday, decided to make Jacksonville a port of entry for its magnificent fleet of passenger and freight ships. This announcement was officially made by Mr. Joseph C. Whitney, president of the company, and is the result of urgent appeals from the merchants and business men of Baltimore for the establishment of the line between their city and this port, in order that they might compete with the New York lines for a share of the immense shipments of phosphate, turpentine, rosin, lumber, cotton and other valuable exports from this port.

That the Merchants and Miners Company early regarded Jacksonville as a commercial center and a port of entry for its ships is evidenced from the fact that in the summer of 1905 it purchased the old Henry Clark mill property on the south side of East Bay street, between Marsh street and Hogans creek and also an immense tract on the north side, between the points mentioned.

The purchase price of this property is said to be \$180,000 and the deal was negotiated by Mr. Whitney. It embraces some of the most valuable river property in the city, admirably adapted for docking facilities, and will afford the Merchants and Miners Company magnificent terminals.

Was Persistently Rumored.

For the past several weeks it has been persistently rumored that the steamship company was about to announce its intention of inaugurating a line of steamers between Baltimore and Jacksonville, but close inquiry on the part of those interested could elicit no definite information or any confirmation of the report, and it was not until yesterday that official announcement was made, which was received in this city in the nature of a dispatch from Baltimore.

Some weeks ago the Travelers and Merchants Association of Baltimore started an agitation of the establishment of a line of ships and to this end drafted a petition to the company and circulated it among the wholesalers, jobbers and business men generally of Baltimore, asking the Merchants and Miners Company to consider favorably the proposition of extending its line to Jacksonville, either by the extension of the Savannah line or a line direct. This petition received the signature and endorsement of almost every business man in Baltimore and probably did more to bring about the desired result than anything else, as previous to the circulation of the petition it was stated that President Whitney had a number of conferences with the leading wholesalers of Baltimore with a view of ascertaining the amount of freight which could be expected by the company each year if the line was established. Then that the company as early

as 1905 consummated the deal for so much valuable property on the river front of the city was pretty conclusive evidence that, sooner or later, the line was to be established.

The following are the official dispatches which were received in this city Monday.

Baltimore, Md., Feb. 1.—President Joseph C. Whitney, of the Merchants and Miners Transportation Company, officially announced today that the board of directors of the company in response to the urgent appeals from the merchants of Baltimore and the various commercial associations and interests had authorized the institution of a steamship line from Baltimore to Jacksonville, Florida, by way of the present line to Savannah, Ga. Immediate steps are to be taken for the expenditure of several hundred thousand dollars in the improvement of its fine steamship terminal at the Florida port, and Baltimore will at once enter into active and profitable competition with New York for the valuable trade which has hitherto been monopolized by the steamship lines of Gotham.

The importance of the simple announcement made by Mr. Whitney in his office at German and Light streets this morning, to the commerce of Baltimore can hardly be estimated. For years Baltimore merchants have been endeavoring to send their goods to Jacksonville by reshipment by railroad from Savannah, Ga., and to bring back to this port naval stores, lumber, turpentine, rosin and Sea Island cotton, but the proposition of competing with the fast steamship lines direct from New York to Jacksonville was a difficult one.

Made Urgent Suggestions.

Several years ago Mr. Robert Ramsay and Col. William H. Love, as active members of the board of trade, made urgent suggestions that the Merchants and Miners Company undertake to help Baltimore in this particular, but the immediate impulse which has resulted in the success of the idea has been the effort made by the Travelers and Merchants Association, of this city, under the leadership of President William H. Fehrenfeld and Mr. George P. Neilson, superintendent of the Baltimore Bargain House.

Baltimore, Feb. 1.—Within the next three or four months there will be a direct freight and passenger steamship line between Baltimore and Jacksonville, Fla. J. C. Whitney, president of Merchants and Miners Transportation Company, made this announcement today:

"The enterprise of the steamship company will open up to Baltimore an enormous field for trade reaching throughout the South and middle west."

The line to Jacksonville, Mr. Whitney says, will be a continuation of the present Savannah line.

Conservation of Naval Stores Resources.

A Great Work to be Done by the U. S. Forest Service. More Scientific Methods of Boxing Will be Advocated.

From a standpoint of naval stores alone, the action on the part of President Roosevelt in appointing the commission on the "Conservation of National Resources," was one of the most commendable acts of an administration characterized by new departures in studies and general schemes for concerted action along the lines of conserving national resources and industries.

When the Forest Service, United States Department of Agriculture, has completed the gathering and publishing of statistics and the general and comprehensive study of the naval stores industry, those of us living in the yellow pine belt of the South will have a better appreciation of the importance and value of this great industry as well as valuable information referring to the slaughter of the yellow pine by the old method of turpentine.

The Past History.

In dealing with this great subject, "The Conservation of National Resources," with special attention to the naval stores industry, there is perhaps no better method of calling attention to the importance of the industry and the sacrifices which have been made than to refer briefly to the incidents connected with the manufacture and sale of naval stores for the past half century.

Referring back to the geography we used to study in our school days, with more than a casual reference to North Carolina we find that under the head of resources for that State is the term, "North Carolina is noted for the production of turpentine, pitch and tar." Compare this statement with the outline found in the geographies of today and you will find that the naval stores industry in that State is a thing of the past.

The General Plan.

In the general plan for the conservation of national resources the national government has called a national congress to explain the reasons for the abandonment of some of the greatest industries in the several States and so far as is possible to suggest plans for the perpetuation of those resources which go to make up the wealth of a country. To give the Conservation Congress ample data upon which to operate and formulate their opinions, the government has had since July 1st of last year a commission actively engaged in a complete and comprehensive study of conditions, past, present and future.

In the South the investigation has been comprehensive and complete. It is stated on good authority that the Forest Service has rendered reports on the naval stores industry alone, which have surprised the commission and caused a deeper and more comprehensive interest in behalf of the naval stores industry. It is the first time in the history of the industry as well as that of the country when any special at-

tention has been taken in naval stores.

Speaking from a general knowledge of naval stores, the Conservation Commission will, no doubt, in its general report make the broad statement that those who have been engaged in the production of turpentine and rosin have, or are "killing the goose that laid the golden egg."

Even the brief study made by Dr. Charles H. Herty has practically demonstrated that the old methods of box cutting have served to lessen the life of the pine to such an extent as to kill a great industry years before its time would have expired had care and a more modern and scientific plan of turpentine been employed. It is a fact generally known that the great naval stores industry is a thing of the past in North and South Carolina and that it is fast nearing the end of its existence in Georgia. The same will be true of Florida in a few years unless something is done on the lines suggested by the national government two years ago to perpetuate the industry.

Results in Jacksonville.

Those of us who live in Jacksonville are in a position to appreciate the value of naval stores as a producer of wealth and general prosperity. We have seen what it has accomplished for Jacksonville. It may be taken as a matter of general accord amongst the majority of the business men of this city that Jacksonville's growth after the fire of 1901 was due in a great measure to the coming here of those who were interested in the naval stores industry, and the creation of a naval stores factorage center in Jacksonville.

While prices have been ranging low for the past year, this same industry has and does now form an active and material factor in the business of this city.

It has been claimed by one competent to give an opinion, that one-half of the entire area of Florida was originally occupied by pine forests. This being the case, we can appreciate the extent and the great value of the pine as a producer of turpentine and rosin. This production creates a wealth the extent of which can hardly be appreciated. Moreover, the production of naval stores requires a vast amount of labor with a consequent placing in circulation of vast sums of money annually. If this great industry can be perpetuated by advanced methods of turpentine, Florida will always have an asset upon which she may rely for a great part of her industrial wealth from year to year.

Beginning to Think.

Those who are engaged in the production of naval stores are beginning to think. They see the disastrous results of their methods North at the same time and are appreciating the fact that the naval stores belt has limitations which they are bound to respect. They appreciate the fact that

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