

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.

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Industrial Record Publishing Co.

THE TALIAFERRO BILL AMENDED.

Washington, Feb. 10.—Senator Taliaferro denies the report sent out to the effect that he has withdrawn his naval stores bill. He has somewhat amended it, which will probably remove some objections to the measure and make its passage easier.

Senator Taliaferro on Monday went to Senator Clapp, chairman of the sub-committee of the Senate committee on interstate commerce, which has had under consideration the Taliaferro bill, and which Senator Taliaferro learned would not report it, and proposed certain changes, which it is believed was got up by certain officials in the Agricultural Department.

Senator Clapp suggested to Senator Taliaferro that he have this bill printed, which was done and copies were distributed among members of the committee. It is not a naval stores inspection bill, but is modeled after the pure food law, and makes it a penalty to ship into interstate commerce misbranded or adulterated naval stores. It does not provide for any local Federal inspectors or for a tax on the producer or shipper. If the Department of Agriculture learns of any naval stores in interstate commerce being adulterated or misbranded, then the offending parties can be prosecuted and penalized.

This bill can scarcely be considered and passed upon at this session, although Senator Clapp says he wants all parties concerned to have a copy of it and let his committee have any further light on the subject any one chooses to offer. Whether informal hearing on the new bill will be asked for has not been determined.

SENATOR TALIAFERRO AND MR. SPARKMAN MEET OBJECTIONS.

Washington, Feb. 12.—Senator Taliaferro will introduce in the senate and Mr. Sparkman in the house a substitute for the measure offered by them in December, known as the naval stores inspection bill.

Soon after the introduction of the original bill, protests were made by Savannah and Pensacola that through the operation of the bill, the producer would be subjected to the expense of an additional inspection, that the movement of naval stores would be impeded and delayed, allowing government inspection, and that, to facilitate the movement without violating the law freights would be put into intrastate commerce to evade the interstate regulation, and that as a consequence business would seek other than the natural channels through which it now flows.

The sole purpose of the measure was to prevent the adulteration of turpentine, and the false grading of rosins. The new bill will accomplish this purpose, it is confidently believed, and yet be free from the possibility of objection on the grounds set up by Savannah and Pensacola.

Under its provisions the government does not inspect before shipment, but has the right to inspect any time during interstate or foreign shipments. It is patterned after the pure food law and is expected to be reported favorably to the senate and house in a few days.

JACKSONVILLE'S DEVELOPMENT.

We publish below a communication from Mr. J. W. Redway, representative of the Royal Geographical Society of Great Britain, suggested by the growth of Jacksonville. Mr. Redway says this growth is greater than that of Los Angeles in its palmiest days. The writer sees a great future ahead for the city and state, and thinks the brilliancy of that future will be greatly enhanced by the opening of the Panama canal as Italy's was by the opening of the Suez canal. Mr. Redway concludes his communication with a plea for liberal appropriation for education.

Occasional visitors to Jacksonville can better realize the progress this city is making than those who remain here all the time. The growth of Los Angeles during the last decade was greater than that of any other large city in the United States, so Mr. Redway's statement amounts to the opinion that Jacksonville is growing more rapidly than any large city in the United States grew between 1890 and 1900. We believe this is true.

There is every indication that Jacksonville will be to the South Atlantic before the passage of many years what New York is to the North Atlantic coast. New steamship lines are coming, lines that touch at other ports are being extended to Jacksonville. Everything coming southward seems drawn to Jacksonville. Ten years will make a wonderful change. It is reasonably certain that in ten years our city will be the largest seaport town on the South Atlantic.

Mr. Redway's advice as to education is in line with views the Times-Union has so often urged on the people. We should not consider size to the exclusion of quality. We should not be content with a business development that does not go hand in hand with an educational development. We should not be satisfied with a material prosperity that gives us no gain in the refining influences of life.—Times-Union.

Editor Times-Union: I have had no

greater surprise than the marvelous growth of Jacksonville during the last twelve months; it is greater than that of Los Angeles in its palmiest days. Many people in various parts of the United States are thinking of Florida today; and it is worth thinking about. Some of the industries of the state are unique, and in them the state is beyond the shadow of competition. Still better, the completion of the Isthmian canal will bring the state into close commercial touch with a much larger part of the world than it is at present. Many years ago, I saw the effect of the opening of the Suez canal on Italy; indeed, I was a part—a very inconceivable part of it. The effect was great; the effect of the new Panama route on Florida will be far greater.

If I were to make a suggestion it would be to get ready for the event. Florida is now a tourist resort for pleasure. Make it a winter resort for education as well. The schools of the state are now good; make them better. It will cost a lot of money, but it will bring into the state a great deal more. Portland, Oregon, found it cut and is annually expending a lump sum for public schools that would frighten our eastern mossbacks. You have the fad of nature study in your schools; good. Let it become a fact, and the fact be Florida. Somewhere or other there is an agricultural college in the state; make Florida its chief topic—geology, topography, climatology, soils and everything else. Wake up the dead and be ready when the bridegroom cometh.

J. W. REDWAY.

Representative of the Royal Geographical Society of Great Britain.

NORTH AMERICAN CONSERVATION CONFERENCE.

Washington, February 11.—Keen interest is manifest as to what will be the program of subjects of the North American Conservation Conference between representatives of Canada, Mexico and the United States, in this city, February 18. In his letter to President Diaz, of Mexico, and Lord Grey, of Canada, President Roosevelt outlined as the purpose of the Conference the consideration of "mutual interests involved in the conservation of natural resources" and the preparation of "a general plan adapted to promote the welfare of the nations concerned." There is a pretty well defined feeling, however, that definite topics will have to be discussed. That the Canadians take this view is indicated by the fact that they have sent to the National Conservation Commission compilations of specific regulations governing the disposal of their natural resources.

Last summer's forest fires on both sides of the line between the United States are so recent in the minds of both countries that undoubtedly the possibility of some cooperative scheme of fire protection is likely to be touched on. There are other important international questions concerning natural resources which can hardly fail of consideration.

The Canadian and Mexican delegates to the Conference are coming prepared to contribute suggestions as well as to receive them. Their representatives at the international meeting will be prominent specialists on the various phases of the subject to be discussed. Conservation has not been limited to the United States. Early last year, for instance, every acre of the public timberlands in British Columbia, ex-



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cept what has been leased, was placed in forest reserves. This action was taken to check waste by bringing the care and cutting of timber resources more effectually under Government control. The action affected 150,000,000 acres—as much land as was put into all National Forests of this country up to 1907. In the Yukon all water power rights are granted for only twenty years and at the expiration of that time their control reverts to the public. The water power question is now one of the most important and far reaching before the United States today. President Diaz of Mexico has a comprehensive knowledge of forestry and understands fully the benefits to be gained by its application. He is also deeply interested in the improvement of agricultural methods and the farmers of the country are rapidly adopting scientific methods. Mexico has few large waterways but the nation has provided for the expenditure of several million dollars for the improvement of internal navigation.

Recent discussion in the Canadian parliament of President Roosevelt's proposal for cooperation for the conservation of the natural resources of the whole continent indicates that the support of the conservation movement in the Dominion will be as thoroughly nonpartisan as it is in the United States. R. L. Borden, leader of the opposition, was as enthusiastic in his support as Sir Wilfrid Laurier, the Premier, who expressed his deepest approval of the movement.

CHARTER FOR NEW CUBAN LINE.

Two Ships to Ply Between Jacksonville and West Indian Ports.

Advices were received Thursday to the effect that Gov. A. W. Gilchrist had signed the charter of the American and West Indian Steamship Company, the provisions of which empowers the company to establish a line of freight and passenger ships between Jacksonville and West Indian ports.

Announcement was made some time ago that the company had been organized and had applied for charter under the laws of