

WEEKLY INDUSTRIAL RECORD.

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Seaboard Will Erect New Warehouse

Contract is Let For \$40,000 Structure in Hogan Street Freight Yards.

A contract has been let by the Seaboard Air Line Railway to the W. T. Hadlow Company for the construction of a mammoth storage warehouse in the freight yards of the railroad company at the foot of Julia street.

The new warehouse is the first of many improvements that the Seaboard receivers contemplate in connection with the valuable property which the company owns in Jacksonville, and is another striking illustration of the wonderful and substantial growth of the metropolis of Florida and, incidentally, shows the confidence that the receivers of the railroad company have in the future of its great southern terminus.

The new warehouse is to be constructed on a pile foundation, extending out into the river in a southeasterly direction to the harbor line, the dimensions of which will be approximately 300x84 feet. It will be most substantially constructed and the plans and specifications, as prepared in the office of the chief engineer of the road, show that the new warehouse is to be modern in every respect.

Galvanized Iron Construction.

The sides of the building are to be covered with galvanized iron, which construction is usually employed in the erection of such structures. The roof will be 4-ply gravel and the completed structure will be wired for electric lights and piped for gas, so there will be plenty of illumination for night work.

On each side of the warehouse trestle work will be constructed, upon which tracks are to be laid to afford the needed transportation facilities. In connection with these tracks there will be erected long covered platforms, which will extend the entire length of the warehouse. These are designed to greatly facilitate the handling of freight from cars or ships, as the case may be.

Overhead Tramway.

In the interior of the warehouse a new innovation will be introduced in the nature of an overhead tramway for handling heavy freight with dispatch from one part of the warehouse to another. This tramway will be regular trackage of small steel rails. It has not been decided just what motive power will be employed in the operation of the small cars, but it is expected that it will be either cable or electricity.

Ships will dock at the river end of the warehouse, where ample docking facilities will be provided. The new warehouse is designed by the Seaboard to be a storage place for heavy freight, such as phosphate rock, salt, kainit, etc., as space will be leased to companies dealing and handling these products. When completed the warehouse, sheds, trestle work, tracks and

other accessories will represent an expenditure of \$40,000.

To Remodel Freight Yards.

In connection with this work the Seaboard has also completed plans for the complete remodeling of its entire freight yards, from the Bridge street viaduct to Hogan street. The railroad company expects to spend \$25,000 in this work, and when completed it will have one of the most convenient and modern freight terminals and yards in the South.

Preliminary operations are already under way, as the work in filling in various low places in the yards and demolition of an old wooden structure, which has been in the yards for years, was commenced last week.

A majority of the present tracks in the yards will be taken up and relaid so as to successfully complete the ladder construction plan, which is accomplished by laying of spur tracks from a central line extending the length of the yards. Between these tracks numerous macadam driveways, 27 feet wide, will be constructed to afford easy, safe and convenient handling of freight from the waiting cars to teams. This arrangement is destined to greatly facilitate matters and will relieve much of the former freight congestion experienced in the receiving and forwarding of freight.

Macadam Driveways.

All of these driveways will extend and have an outlet on Julia street, with the exception of one, which will tap Cedar street, south of Bay street. It is the intention of the company in this remodeling of its yards to also relay the service trackage in the rear of the numerous wholesale business houses from the union depot to Hogan street.

All of this work will be rushed in order that it may be completed at the earliest practicable date. Within the past several years the Seaboard Air Line has completed some extensive building operations in Jacksonville, chiefly among which may be mentioned the big shops at Honeymoon, several miles west of the city, and the gigantic Maxwell lumber terminals, on the river front along East Bay street.

From the fact that the railroad company owns property and the right of way from these terminals to Commodore's Point, on the river, is an indication that further extensive improvements are to be made in the near future. In fact, such was intimated by Receiver S. Davies Warfield on his recent visit of inspection of Seaboard property in this city.

ROADS OF SAWDUST.

Leon County Contractor Solves the Road Problem by Using a Waste Product.

The editor of the True Democrat had the pleasure a few days since of being

shown over a section of public road made by Mr. G. H. Averitt, who is constructing, improving and maintaining the roads of Leon county, under contract with the county commissioners. This particular section of road is about two miles in length, along the Jackson Bluff route, beginning four miles west of the city, and is partly in the road districts of J. W. Collins and W. D. Stoutamire.

Sawdust is the material used in its construction, and it makes an ideal road bed, when mixed with a proper percentage of earth.

Mr. Averitt's method is to throw up two ridges of earth with his road machine, of the required width, and fill in between them with a six-inch bed of sawdust. He then follows with a smaller machine which plows and imparts the desired quantity of soil upon the sawdust. This makes a compact and durable roadway, and one so elastic that the tires of the heaviest loaded vehicles make but little impression upon it. In our opinion it would be difficult to construct a more desirable roadbed.

One or two such roads were constructed in a south Georgia county twenty years ago, and are still in good condition, showing its durability.

Mr. Averitt has kept an accurate account of every expense attached to the construction of this road and it aggregates \$297.00 per mile, showing that it is about the cheapest road building material that can be procured.

The commissioners and the people along the road are delighted with the discovery, and such roads will doubtless follow in all sections where sawdust can be easily secured.

Mr. Averitt is an expert road builder, having devoted his entire time and attention to the business for several years. He uses the best tools that are to be obtained, having now two Austin Reversible Steel Road Machines.

The county is to be congratulated upon the excellent roads it is obtaining, and the cheap price at which they are being obtained.—Tallahassee True Democrat.

INSPECTS ROAD MATERIAL.

County Commissioner Hackney Views Clearwater-Dunedin Road.

From an inspection of the material used in the building of the county road between Clearwater and Dunedin, County Commissioner J. L. Hackney, of Riverview, returned yesterday. In the afternoon he left for his home.

Mr. Hackney made the trip to the west coast in the company of Commissioner Willard Whitehurst of that district, County Surveyor George Fuchs and Max Straus. The road is an excellent driveway and the commissioner declared it one of the best pieces of road work in the county. J. C. McConnell is the contractor and flint and clay are the materials used in the work.—Tampa Tribune.

MILE AND A HALF OF GOOD BRICK ROAD.

Tampa will Build a Long Stretch of Brick Road.

One of the most important public improvements to be put under way in some time is the paving of a brick roadway connecting the Rocky Point boulevard with Grand Central avenue, a distance of one and one-half miles. The road runs just west of Macfarlane Park, West Tampa, and has already been graded. The laying of brick will start Monday, the expense being shared by the county and by the city of West Tampa, the western boundary of which runs through the center of the road. It was first proposed by the county to build the road of shell or rock, but upon the offer of the West Tampa authorities to pay half the cost if the road was paved with brick, the latter plan was agreed upon.

From the point where the new road will strike Grand Central avenue, it is understood that the Gray-Ball Realty company will pave to the brick paving already laid on Grand Central avenue. A paved road is also contemplated connecting Grand Central avenue with the Bayshore Boulevard, making several miles of new paved roadway on the environs of West Tampa. All the public improvements in West Tampa are being pushed, and the city already has a loop of fine paving connecting the farthest cigar factories with the main business section of the city and rendering fire protection to them. West Tampa's paving funds are large enough to guarantee the completion of the paving operations planned without any embarrassment being experienced.—Tampa Tribune.

FINE TIMBER LANDS CHANGE HANDS

Over Eighty Thousand Acres Sold in Volusia County.

DeLand, Feb. 13.—What is considered the largest real estate deal in this county and vicinity and one that will mean great improvements in this section has been made this week. The sale consists of the timber lands of the DeLand Naval Stores Company of 8,800 acres, the Volusia Turpentine Company of about 56,000 acres and the Hough tract of about 16,000 acres, most all of which lies in this county. The consideration has not been made public and it is understood that the turpentine rights are reserved on the property. The deal has been pending for some time and was closed in Jacksonville this week. The purchasers are said to be some of the big men of the American Tobacco Company of North Carolina, and they contemplate opening another bank here. As to when they will commence operations nothing has been said, but they will probably not commence cutting the timber for several years or until the turpentine rights expire.