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A Glowing Forecast of Florida's Greatness.

Hon. S. A. Thompson, an Authority of National Reputation on Rivers and Harbors Affairs, Says that Nature Has Conspired to Make Florida One of the Greatest States in the World.

President W. W. Finley, of the Southern Railway Speaks Enthusiastically of the South's Development.

Two of the most deeply interesting and impressive addresses ever heard in Jacksonville were delivered to a large number of members of the Board of Trade by S. A. Thompson, field secretary of the National Rivers and Harbors Congress, who is touring the South in the interest of the policy of that great organization, and W. W. Finley, president of the Southern Railway. The speakers dwelt upon their favorite themes, water and rail transportation, and every word they uttered sank deep into the minds of the many progressive business men present.

Thompson's Impression.

Mr. Thompson, who is credited with being the country's leading authority upon the subject of water transportation and needs in that line, certainly lived up to his reputation, for between indisputable facts and pointed stories, he drove every argument home with sledge hammer blows, and the crowd would have been there yet had he continued talking. Probably no man present had the slightest conception of how far the United States is behind European companies in the matter of harbor and river improvements, which bring immense wealth and opportunity for industrial advancement, but there is not one who does not know the state of affairs existing now.

Decreased Cost.

The speaker dwelt at considerable length upon the greatly decreased cost of transportation by water as compared with that by rail, using convincing facts and figures to make plain the existing situation. He told of the immense expenditures made by small countries like Germany, Holland and England in deepening and utilizing even the smallest watercourses, in which every citizen takes great pride. Then he referred to the decidedly different attitude that has been taken by the various Congresses of the United States and took occasion to "take a fall" out of what is commonly known as "Senatorial courtesy," which often prevents the passage of an important bill in the Senate because one influential Senator of the "greatest deliberative body in the world" is, for personal or other reasons, opposed to it. In this connection he referred particularly to a blatant boast of Senator Hale, of Maine, that he would not allow a rivers and harbors bill to pass Congress.

Impedes Needed Work.

"And in this connection," said Mr. Thompson, "I have just read an interesting engineering report upon the great need of repairing the jetties at Mayport, through which the sand is sifting in such

the passage of big ships up the St. Johns river. The engineer stated months ago that the need of these repairs was immediate and urgent, and in this connection Senator Hale's boast shows wherein lies the danger of that Senatorial courtesy. Congress does not make public opinion by records public opinion, and it is up to the people to make their representatives know what their needs are and force them to give them what they need.

Florida Appropriation.

"I see in to-day's issue of the Metropo-a rivers and harbors bill will pass, and that Florida's share will be \$360,000. That may sound fairly good to some people, but the amount is absolutely insignificant compared with what it should be, and the entire appropriation will be a puny bagatelle when the needs of the country are considered. Jacksonville, above all cities of the country, should have every harbor advantage, and if I was the Board of Trade—and some of you may be glad tonight that I am not—I would keep after my representatives in Congress until they increased the depth of the channel from 24 to 30 feet, then to 35, then to 41, the proposed depth of the Panama canal, and then more. The United States is digging the canal at great expense, but who is going to get the real advantage of it? European countries, which have the finest harbors in the world. Why, Germany, and even Japan, are already making preparations for reaping a revenue of millions through use of the canal, while our country will be left far behind because of failure to give proper consideration to its own ports and streams that should be made navigable. We have been asleep on this important subject too long, and the people alone can awaken Congress to the duty of acting. \$50,000,000 annually with which to pursue this great work, and the people will have to be educated to the point of commanding such an appropriation before Congress will act."

Jacksonville's Future.

Mr. Thompson then painted a beautiful picture of Jacksonville's future, also that of the entire State, and insisted that it was not overdrawn, in which all present fully agreed, as shown by their hearty applause. He said: "The winds, the waters, the tides and every element are combined in a plot to make Florida one of the greatest States in the world, and their plans cannot be thwarted. Jacksonville, the metropolis of this great State, has a grand future that is absolutely assured. I know from personal observation and study that your city is blessed with a most progressive citizenship and a Board of Trade that knows no

were the sleepest and deadest set of chumps on earth, could not help developing into a big and magnificent city, for conditions will make it so. I read about the immense drainage scheme being promoted by this State, and while I know nothing of the merits of this particular scheme, I do know that it is a step in the right direction. I read of the development of work in the intensified farming of rich lands, in which an acre is made to yield what many acres now yield, and I know that this eventually means density of population. Florida cannot help becoming a great State, nor Jacksonville a great city, and I hope the citizens of both will take advantage of every opportunity offered:

Advantages to Railways.

Mr. Thompson then spoke of the advantages to railways of having navigable watercourses parallel their lines, citing instances where the state-owned railways of Germany were so paralleled to the immense benefit of both. He said that he had studied the subject of water transportation for twenty-five years, and that in the beginning promotion along this line had been opposed by the railroads, following which he referred to the fact that such big railroad men as James J. Hill, Mr. Finley, who was present, and Mr. Harahan had recently advocated the expenditure of large sums for such work, realizing the rapid development brought to any section by the development of water lines. His address throughout was one of absorbing interest.

Mr. Finley Talks.

Mr. Finley, who has delivered many addresses upon the subject of transportation advantages and difficulties in recent years, was then introduced by President Bours, and made a fine impression in his brief address. He indorsed the words of Mr. Thompson, and bewailed the fact that the condition of American ports and rivers would not allow desired results being derived from the digging of the Panama canal. He spoke also of the almost total neglect of cultivating trade with South American countries, a majority of the passengers and products going to South America from this country by going by way of Europe.

Wise Legislation.

Mr. Finley then talked on the subject of legislation of a wise character—legislation that will induce capital to invest, and not intimidate those wishing to put their money into railway development. Mr. Finley, owing to his ability and the esteem in which he is held by people of all classes, has probably done more to a way as to eventually make impossible

stave off radical legislation in recent years than any railway man interested in the South, and his speech last night was one which would have effect upon any reasonable man who does not "have it in for the railroads." He dwelt at length upon the wonderful development brought about by the operation of the big railway lines, referring particularly to the South, the growth of which has resulted to a great extent, as is generally realized, from the upbuilding, progressive and liberal work of the Southern Railway. Mr. Finley's remarks were repeatedly interrupted by applause.

Board Will Assist.

In closing his remarks, Mr. Thompson asked for aid in pursuing the work of the National Rivers and Harbors Congress, which will be readily given by the Board of Trade and citizens generally, as shown by the passage of the following resolutions, the first of which was introduced by Senator-elect Duncan U. Fletcher:

"Resolved, That the Jacksonville Board of Trade hereby tender to Mr. S. A. Thompson their hearty and appreciative thanks for the splendid address on waterways delivered this evening.

"Resolved That the president of the Board of Trade be requested to appoint a special committee to assist Mr. S. A. Thompson in securing subscriptions to aid the National Rivers and Harbors Congress in carrying on its campaign of education.

Regular Appropriations.

"Whereas, The systematic improvement of our harbors and waterways is one of the most important subjects now before Congress, from consideration alike of commercial expansion and of national defense; and,

"Whereas, The maximum development of American manufactures and commerce requires the utilization of the most economic and efficient means of freight transportation; and,

"Whereas, Much relief can be had by improved harbors and waterways; and,

"Whereas, The incoming administration declared in its platform adopted at Chicago for the immediate improvement of waterways and harbors, therefore be it

"Resolved, That the Board of Trade of Jacksonville, Fla., urges upon Congress the necessity of regular appropriations of not less than \$50,000,000 per annum for waterway improvements; these appropriations to be applied such manner as to permit of progressive, continuous and permanent work being done upon such projects as may be deemed necessary for the state that Jacksonville, even if its citizens superior in its line. However, I wish to

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