

# WEEKLY INDUSTRIAL RECORD.

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

Adopted Sept. 12, 1902, by the Executive Committee of the Turpentine Operators' Association as its Exclusive Official Organ, and adopted Sept. 11, 1902, in Annual Convention, as an Official Organ also of the General Association. Adopted Sept. 11, 1903 as the Only Official Organ of Turpentine Operators' Association. Adopted April 27, 1903, as Official Organ of the Inter-State Cane Growers' Association. Endorsed by Georgia Sawmill Association. Official Organ of Southeastern Stock Growers Association.

## BULLETIN IS ISSUED BY BOARD OF TRADE.

Newsy Publication Designed to Increase Efficiency of Board for Progress of the City.

The board of trade, always hustling for the advancement of Jacksonville, has made a new departure in the nature of publishing the Jacksonville Board of Trade Bulletin, a bright, concise and newsy publication, with the aim and object to stimulate and arouse the interest of every member in the work of upbuilding this progressive city and to increase its commercial importance.

The July number is the first appearance of the Bulletin, and it is designed to take the place of the usual postal card notices of the monthly meeting of the board. The board will meet on Wednesday night, and the publication sets out the important business to be transacted and urges every member to be present. If the new medium meets with the approbation of the membership it will be continued.

### Richardson Is Editor.

The Bulletin is edited by Secretary H. H. Richardson, and under the head Notes from the Secretary's Office says: "The board of trade is the power house of Jacksonville. Its 600 members are all necessary parts of its machinery. The efforts of its engineers (officers) would be fruitless unless all work harmoniously together for Jacksonville.

"In order to make the monthly meetings of the board more interesting it has been suggested that we occasionally have an interesting lecture on business lines from well known speakers. These addresses not to exceed thirty minutes, after which open discussion on the theme to be had. What do you think of the plan? We have the opportunity of securing a well known lecturer from Washington, who would speak on the advantages which will be secured by the Panama canal by the Atlantic coast ports and the rapid advance of the South, and also other speakers of note. Write the secretary your views on this point."

### Fighting Machine.

The following clippings taken from the new paper will convey some idea of its newsy makeup and the long felt want it will fill in organizing the board of trade into a closer fighting machine, for the upbuilding of Jacksonville:

"An effort is being made to secure the location in Jacksonville of the home office of the Florida Home Insurance Company, now having headquarters in Marianna. The company's business has so largely increased that it is necessary to move to a large city. This board is corresponding with the officers of the company, and it is hoped that the efforts will prove successful. Its coming here means much in the way of additional circulation of money."

### Larger Auditorium Needed.

"While we have a fine auditorium in the board of trade building which is in constant use for conventions and meetings, still what is needed in Jacksonville is one

which will accommodate an audience of at least 5,000 people, in order that we can reach out for larger conventions, national in character (which are not only of great financial help to the city, but form one of the best means of advertising to the country our advantages and possibilities. The board will be pleased to start such a movement and asks for suggestions from our business men as to the best means of attaining the desired end. The question to be decided is, shall it be erected by a stock company, or will it be best for the city's interest that it should be owned and controlled by the board of trade. Write a letter to the secretary, giving your views."

### United States Census.

"It is a well known fact that the census taken in 1900, as far as Jacksonville is concerned, was not done well, and did not give the correct figures of our population at that time. At the time it was taken many blocks of buildings failed to receive a visit from the enumerators. For the last ten years Jacksonville has suffered by not being credited with the right number of citizens. In order to prevent such a thing happening again the board recently took up this matter with its delegation in congress, requesting them to use their efforts with the census bureau to see that the contracts for the enumeration are let to responsible and reliable enumerators. We have received very encouraging replies, and it is hoped that Jacksonville will make such a showing as will astonish the country when the percentage of increase is announced."

### Channel Lighting.

"The special committee, Messrs. A. D. Stevens, R. B. Archibald and B. H. Barnett, appointed to prepare a plan for the better lighting of the channel from the city to the sea, has had several conferences with Capt. G. R. Spalding, of the United States engineering corps, and is about ready to make its report. This report will be submitted to Capt. J. H. Hetherington, lighthouse inspector of the Sixth district, and it is hoped he will make the recommendations to the lighthouse board at Washington so that the improvements will be made. The increased commerce of the port makes it necessary for vessels to leave frequently at night and while the present lighting is good, yet the new plans will make it as safe to leave at night as it is now by day. The new gas lighted whistling buoy anchored off the mouth of the St. Johns has been much appreciated by the shipping interests, but still we hope to secure at no distant date a lightship, so that in foggy weather vessels can locate the entrance to the jet-ties. The survey corps now engaged in making the survey for the thirty-foot channel at low water is making good progress and Capt. Spalding expects to have his report ready in about two months. The secretary of the board has furnished him with all the necessary statistics of the

port, which show a tremendous gain over previous years."

### Object of Bulletin.

"Our object in starting this monthly magazine is to furnish a means of communication between the board of trade and its members who are unfortunately unable to attend its meetings or take as active an interest as active an interest as they would like in its work, so that these can see what work is being carried on. We shall be pleased to receive communications from any members who have ideas which they think we should undertake for the advancement of this progressive city which will be published in future issues. Let us all pull together and the result will be beyond our best hopes. The Jacksonville spirit pervades the atmosphere. Visitors to Jacksonville are astonished at what we have done in the past few years. Let us keep them astonished in the future by continued advancement along all lines. 'Made in Jacksonville,' 'Bought in Jacksonville,' 'Raised in Florida,' '100,000 population in 1910' are mottoes that should ever be in our minds."

The new paper also contains bright paragraphs in reference to "new industries," and personals telling of doings of the members of the board of trade who are away on business or summer vacations. The Bulletin is here to stay.

### PIONEER AT PANAMA.

Man Who Blazed Way for Canal Dies Practically Unknown.

It is a bit of the proverbial irony of fate that a man whose activities once and for some years commanded the keenest interest of the diplomatic and technical worlds should go to his grave with only a few lines of perfunctory notice in the news of the day. Yet that has recently been the lot of the man who in a sense above all others blazed the way for the Panama canal, who provoked the controversy between America and brought De Lesseps to the isthmus and opened the way for the colossal debacle of "Panama-ism," and who thus unintentionally, but not altogether indirectly, foreshadowed the American assumption of the enterprise which had been pending since the days of Hernando Cortez. If Saavedra Ceron was the first promoter of the Panama canal in earliest times, it would not be easy to name any one better entitled to that distinction in our own day than Lucien Napoleon Bonaparte Wyse.

As a lieutenant in the French navy Lucien distinguished himself early in life by his explorations in the writings concerning Chile, Argentina, Patagonia, and the Strait of Magellan. Then, in 1876, he became interested in Panama.

Wyse's plans were found to be faulty—he had made them without ever visiting the scene of operations—and De Lesseps' company met with the most disastrous failure in history. Yet it was because of Wyse's enterprise and enthusiasm that the French began work at Panama, and it was because of what they did there that the United States went to Panama instead of to Nicaragua—because it was believed that

there alone it was possible to fulfill Wyse's grandiose scheme of a sea-level canal, Wyse's book on The Panama Canal was crowned by the French academy at about the same time that De Lesseps was elected to that body and was hailed by Leon Gambetta as "La Grand Francis," and, despite the cloud which fell upon him only a few years later, when the Panama failure convulsed France, he will be remembered as one of the most energetic, resourceful, and efficient of all the long line of promoters who during four centuries sought to connect the two with an isthmian canal.—New York Tribune.

### CITRUS FRUIT GROWERS MET AT CLEARWATER.

Times-Union Bureau, St. Petersburg, July 10.—Severan hundred orange men, including growers, producers, packers and Citrus Fruit Exchange in Clearwater on Wednesday. J. A. Reid, the expert organizer of California, who has been secured for several weeks by the Florida Association, was present and gave his experience in handling the product from the groves of the scene of operations—and De Lesseps' tion pursued by the growers of his State, how the pests were conquered by fumigation and irrigation. He told of one grove which had been abandoned and purchased by another, who wished to get a little experience in the business. The grove was practically worthless when he purchased it. By fumigation and irrigation he brought it back to health and life and the first year, after paying \$1.20 to fumigate each tree, the net result was a profit of \$2,400 per acre, the first year he owned it. Before the organization of the Southern California growers was perfected the producers received about the same amount of money for their fruit as do the Floridians at the present time—the fruit bringing 50 cents per box and less in the grove. Last year, he stated, the grover received \$1.20 per box for their fruit and this year \$1.10.

Other illustrations, practical, of the good there is in organization, was gone over in the lecture or talk which Mr. Reid gave. It is the general opinion of many of the largest producers of fruit on the west coast that the marketing conditions of their fruit cannot be damaged in the least, as they have now almost reached a point where there is but little or no profit in the raising of citrus fruit for the markets. They take kindly to the organization, believing that no harm and possibly much good will result in the organization of a fruit exchange. To prove the statement conclusively, it may be said that with all the growers, packers, producers and others interested in the citrus fruit crop in this section, one single buyer present at the Clearwater meeting, and he alone, was not in favor of the exchange.