

# 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.

## GOOD ROADS MOVEMENT.

Encouraging News from All Sections of Florida Concerning Better Highways.

### Value of Good Roads to Farms.

It has been said that "good roads lead from good farms to good towns," and it seems a direct way of stating the fact. Wherever there are good roads leading into a town that town is invariably an active and up-to-date business community. Whenever good roads run through a farming region the farms are found well kept, the houses bright and in good repair, and the outbuildings show an air of snug comfort and prosperity.

### Escambia County.

Escambia county has been foremost among those of West Florida in the matter of good roads, using her county convicts for the purpose, and now has an excellent equipment of mules and machinery, movable stockades, etc., for the work, which is kept going. We do not know just how many miles of these roads she has now, but we traveled over something like sixty miles of them the past week in an automobile, and when we say they are of a class that permitted a speed of above thirty miles an hour for a stretch of twenty miles you may know that they are good roads, and with the exception of some three or four miles near Goudding, where pyrites from the fertilizer factory were used, are of the sand-clay construction like the ones built here.

They are well built, too, the essential fact of drainage being kept in view so that nowhere does the rain stand either on the road or in the ditches by the side, but is carried off as rapidly as it falls.

On the trip we had many opportunities of interviewing the farmers on the subject and everywhere found them enthusiastic on the question, the only complaint being that they were not being built fast enough, a common remark being, "when the hard road is extended to our section."

Another point that we noted about the road construction was that the old roads were not being followed where they did not follow land lines, but the built road was placed where it would be permanent. We passed by two of the county convict camps and where the road crews were working and were struck with the fact that the camps were neatly kept, and the convicts, while working steadily, were not driven like they are in the ordinary contract camps, so that from whatever point of view it was evident that the system of handling convicts was much preferable to the lease system.

The largest taxpayers are as enthusiastic over the matter as are the farmers, and there are none of them but what willingly donate all clay or timber necessary to have the work done through their lands.—DeFuniak Breeze.

### Polk County.

In an interview with County Commissioner E. S. Whidden, this week, a representative of the Journal was informed by that gentleman that as soon as the con-

victs were turned over to the county authorities, that it was their intention of working them upon the county roads.

### Hernando County.

The county commissioners of Hernando county have called an election to be held October 2, to give the people an opportunity to say if they want to bond the county for \$15,000 for a new court house and \$50,000 for hard roads.

### Orange County.

Through the efforts of T. E. Williams, who with a petition, liberally signed, went before the commissioners at DeLand Monday evening, that body was induced to grant the construction of a new road to connect Sanford and other Orange county towns with the hard surfaced road from DeLand to Daytona.

The new road will branch off from the road running from Orange City to Enterprise at a point about a mile and a half south of Orange City. From there it will run straight to the St. Johns river at Thrasher's ferry, which will be crossed with a ferry and from a straight line into Sanford.

The distance from the Orange City road to the St. Johns river is five miles, and the road will run on a high pine ridge that will always be dry, thus obviating the necessity of plowing through the mud in the approach to the river on the present road. The new road also cuts off eight miles of the distance from DeLand to Sanford.

The road, we understand, is to be built at once, and this news will be heralded with joy by everyone who has been compelled to make the trip from Daytona to Sanford or Orlando.—Daytona Gazette-News.

## IMPORTS AND EXPORTS BOTH SHOW INCREASE.

Washington, Sept. 11.—There was an increase in the value of both the imports and exports of the United States during the month of July over that month of last year, according to the monthly statement of the country's foreign commerce, issued by the bureau of statistics of the department of commerce and labor.

The value of the imports for July was \$112,488,354, an increase of \$26,052,861 over July a year ago, making a total value of imports from the seven months ending with July \$830,485,646, an increase of \$221,598,998 over 1908.

The increase in the value of exports for July was a little more than one-fourth of the increase in imports. The exports for the month were \$109,337,592, an increase over the previous July of \$6,138,376; for the seven months ending with July the value of the exports of the country amounted to \$897,311,122, a decrease during the same period in 1908 of \$3,685,967.

## NAVAL STORES SHORTAGE.

The Naval Stores Review says:

The turpentine crop up to this time is seventeen per cent short. This much can be stated on the authority of those thoroughly posted as to the receipts at all ports and the quantity seeking markets directly from the interior. Inasmuch as the receipts from the scrape crop will unquestionably fall considerably short of last year the scrape crop being probably the shortest in several years—the falling off in the crop is likely to reach at least twenty per cent. The United States government which made a thorough census of the production last year, gave the crop for 1908-09 as 725,000 casks. The reduction in the production this year will accordingly be about 145,000 casks, giving a crop for the present year of 580,000 casks against 725,000 last year and 675,000 the previous year. The crop this year is the smallest in many years and it is not improbable that there will be an actual famine in spirits of turpentine before the next crop relieves the stringency. With consumers poorly supplied the outlook is that the world will be swept almost bare of supplies when the new crop comes upon the scene. The producers accordingly have it in their hands to ensure high prices throughout next season. Unfortunately, though, a vast proportion of them are already showing signs of an intention to undo all that has been done this year to put the industry on a magnificent basis. Factors, it is understood, are flooded with applications for money to buy timber to extend operations next year. If this suicidal policy prevails there can be but one result, a return to overproduction and to the lower values of 1908 and ruin once more staring the producers in the face. They have it in their power to keep prices next year at 60 cents and above. If they throw away this golden opportunity by a wild desire to increase production, the responsibility will rest on their own heads. It will be useless, after they produce a big crop, to endeavor to throw the blame on the buyers. A small crop means continued high prices and corresponding good profits to the producers. A return to the 725,000 casks of 1908, means a return, gradually it may be, but inevitably, to the bankruptcy prices that ruled during that year.

An analysis of the receipts at Savannah for the past five years to Sept. 11 and for the entire years, shows that up to this date on the average 62½ per cent of the crop has been marketed. This year, with the poorer scrape crop ahead, it is clearly reasonable to place the percentage of the crop now marketed at 65. The falling off in receipts at Savannah is over 45,000 casks. The close of the season will find the decrease at this port about 70,000 casks, the percentage of decrease here being greater than at the other ports. As stated above, it is now generally conceded that the crop shortage, in comparison with

last year, will be at least 145,000 casks, and probably 150,000 casks.

Coming to rosins, the situation appears remarkably strong as to H and below, which now command the attention of the trade. This week saw advances of 5 cents on H, G, 10 on F, 15 on D, B. The receipts of these grades are running continuously below last year everywhere. It is stated authoritatively that the receipts of rosins at all the ports April 1 to August 21, in comparison with last season, were as follows:

	Round barrels.
1908 .....	829,645
1909 .....	656,576
Decrease .....	173,069

This is a decrease of 21 per cent and is mainly made up of H and below. The decrease from now on will, of course, fall greater and greater on the common rosins. It really seems impossible for these grades to show any weakness and there would appear to be no tangible reason why prices should not further advance. Four dollars for B rosin may sound ridiculously high, but stranger things have occurred and new high levels of values for dark rosins are certainly not among the improbabilities of the winter months ahead.

## RAILROADS MUST PAY BACK LUMBERMEN \$1,000,000.

Washington, Sept. 7.—An order involving approximately \$1,000,000 and which is issued against the railroads operating in several of the Southern States, was issued today by the interstate commerce commission.

The money must be paid by the railroads to members of the Central Yellow Pine Association, which is made up of mill men who have shipped large amounts of yellow pine lumber over various railroads of the South, and on which it is claimed excess freight charges were levied.

Today's order includes principally the cases affecting Louisiana, Mississippi and Western Alabama.

The charges made by the railroads amounted to two cents per hundred pounds in excess of the amount which the commission had laid down as an equitable rate, and the case had been in the courts and before the commission for more than a year.

THE National Convention of Nut Growers will meet next month at Albany, Ga., October 12-13. It is the eighth annual convention. An interesting program has been arranged and a larger attendance than usual is expected. Special rates will be given by the railroads and hotels. All who are interested in nut culture are invited to attend.

The L. & N. R. R. has let a contract to deepen the water at its wharves at Pensacola to twenty-eight feet. The work will cost a hundred thousand dollars.