

INDUSTRIAL RECORD

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Association.**THE RECORD'S OFFICES.**The publishing plant and the main of-
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yellow pine industries.**NOTICE TO PATRONS.**All payments for advertising in the In-
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Industrial Record Publishing Co.

FLORIDA'S HIGHWAYS.

Have Floridians accepted the conclusion that each county must build its own roads so that the final result will lack cohesion and connection—the parts being useful only as local necessities when they might be parts of a grand whole reaching even from State to State. It was urged that if the State could find no money to provide for a State system that it give at least a board and a head to the popular efforts—since nothing was done need we accept the situation and take our medicine as if we already had resigned the duties of self-government?

The counties are still very much at sea as to the best material—we find no general agreement as to the form, and there are wide differences as to rules for the maintenance of our roads. There might be wide use of different materials if any fixed character be preserved for the product, but there is no tribunal and no guide in any department of the subject. The opportunities for waste here are practically infinite, and when the end has been reached, our condolences will furnish only material for mirth—the fool is never treated with respect. But waste means taxation—when the burden of the county falls on the shoulder of the citizen with the weight of the State's exaction who shall complain? Georgia deprives herself of an immense revenue for a purpose and then taxes herself heavily to supply a deficit—we have no such excuses and yet

our tax is almost as heavy—the rate itself is heavier.

Under a proper head, even if only advisory power were given, mistakes and waste would be reduced to a minimum—now one county is trying an experiment already abandoned in another, and so time is lost and money wasted while the zeal of the public abates and opportunities are lost. With a system the claims of individuals and localities assert themselves to the loss of the general plan and the new roads become like the old, which were said to "lead from nothing to nowhere." The old routes adopted by the counties were given at the request of petitioners who had the right to get what they wanted, since each neighborhood looked after its own roads—the time has come when we should have something better. In future the towns should group themselves along the highways—the highways should not adapt themselves to local demands where these interfere with a general plan.

Volusia is now boasting loudly because of her roads—she has the right to boast, and we sincerely congratulate her while confessing our own sins of omission. But why should not the new roads become of general as well as particular interest? Does Volusia contemplate with pleasure the necessity of stopping her roads at the county line without connection with her termini should correspond exactly with those of her sisters in the group—that she has served her own people is much, but it is also true in this age of autoerats that long journeys should be possible throughout the State. If Jacksonville proposes to connect herself with the cities to the northward, each of us should see that connection is made with Jacksonville—that the other towns be profited by the congestion of tourists is eminently to be desired. Jacksonville overflows every winter. Each of us should have a portion of the flood.—St. Augustine Record.

ADVERTISING FLORIDA.

The land department of the East Coast Railway has begun an unusually active campaign for immigration to Florida. It has put on the road a representative, who will spend the next three months traveling over the Northwest, and his itinerary covers every section of the country. This representative, Mr. Louis Larson, will have literature giving most complete information about the section he represents, and he will supplement it by a most thorough personal knowledge of the conditions of Florida. Mr. Larson is the more valuable in connection with this work, because of his wide acquaintance with the people, and his thorough knowledge of the conditions of the Northwest.

The efforts of Mr. Larson, well equipped as he is for the work, are certain to result in a large measure of success. The country that he represents possesses advantages that, when known, are sure to attract settlers. While the work, of course, is being conducted in the interest of a section of Florida, it is not done at the expense of any other section. No effort is made to attract settlers to the East Coast who are contemplating settlement elsewhere in Florida. Other sections of the State have railroads and other agencies at work in their interests. These agencies, while all working for special sections, are rather co-operative than antagonistic to each other, for they all set forth the attractions of Florida, and none of them can profess to have a monopoly of the opportunities of the State.

The newspapers of this State have pub-

lished warning against irresponsible men who attribute impossible advantages to Florida. There is no prosperity without effort here, but we believe that with an equal effort greater prosperity is possible here than in any State of the Union, and our State is so sparsely settled that there is room for millions; but, while this is true, the fact should be remembered that values are increasing as rapidly here as anywhere on earth. Those who come to Florida now get the advantage of this rapid increase, while those who delay will pay for their delay in higher prices when they buy.

Nothing that is said about the impossible representations of irresponsible parties applies to concerns that are heavily interested in Florida land. They are not irresponsible and they do not make impossible representations. They cannot afford it. They are in the business of development to stay, and they know that they are retarding development if the man who buys from them finds conditions not as represented. We do not mean to confine this endorsement to the land departments of the railroads. We extend it to others who are interested, not in selling a few tracts of land, but are permanently working for the development of Florida. There are a number of such agencies, and they are helping to fill the State with people who assist in the advertising of Florida, because they find here every favorable condition they were led to expect.

Florida is a State of the greatest possibilities, and we believe that during the next few decades she will lead other States in development. The agencies are already at work, and the results of their work are already apparent.—Times-Union.

FLORIDA FISHERIES.**Government Report on Industry Is Very Interesting.**

It will probably be a matter of surprise to most Florida people to learn to what extent the state fisheries have developed commercially.

The department of commerce and labor has just issued a preliminary report of the fisheries of Florida for the year 1908.

No account is taken in that report of the enormous number of fish that are taken annually in sport, and of the number of vessels that devote their time, in the season for fishing for sport, in conveying sportsmen to their favorite grounds of fishing.

Commercially, the industry has reached proportions in Florida that entitle it to rank among the chief money producing activities of the State.

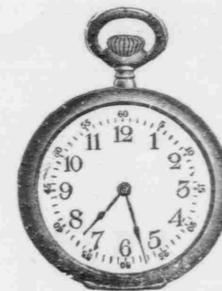
There were engaged last year, in commercial fishing on the shores of Florida, 9,212 men. Of these 3,288 were independent fishermen, while 5,925 were wage earners, or employees.

Three hundred and twenty-seven vessels, valued at \$618,674, were employed in the industry, while the investment in capital, shore property and apparatus valued at \$2,123,630.

The total value of the products for the year was \$3,88,690, which shows that, taken as a whole, the Florida fishing industry was reasonably profitable.

The largest item of shipment was the humble mullet, of which 24,716,300 pounds were caught and sold for \$652,030. Red snapper came next with \$434,060 paid for 7,718,000 pounds of catch.

Even catfish contributed \$53,570 to swell

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with a good watch and see how your production of turpentine will increase.

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Jacksonville, Fla.

the total returns, 1,480,000 pounds being shipped.

There were obtained 1,066,800 bushels of oysters, valued at \$296,040; and 50,900 alligator hides, valued at \$48,230 were sent out the State.

These figures will give some idea of the immense value the inexhaustible fishing grounds of Florida are to the state, and when it is remembered that this is a comparatively young industry, its possibilities as a wealth producer will afford a field for great consideration and attention.

The citizens of Miami are in sympathy with the drainage work which is being done west of Miami by the State, the greatest objection being the slowness of the work. At the present rate of progress it will be many years before the work is completed, although the dredge Miami is doing splendid work, making about eighty feet each working day. The Comfort-Huyler dredge, which is rather a small affair, is doing good work for a machine of its capacity, but it is a doubtful proposition whether any of their lands will be reclaimed, so that they can be utilized for cropping the present season. The drainage proposition is proving to be a much larger undertaking than was supposed when the estimates were made on paper. In talking with a capable engineer the question was asked: "How many years will it take to complete the present drainage undertaking?" His reply was: "I have made as close calculations as possible as to the probable length of time that will elapse before the work is completed and I find with the present force of dredges it will take from fifteen to eighteen years." The dredges owned by the State are among the best manufactured, and the rapidity with which they work is satisfactory. It is evident that the Everglade lands will not be ready for permanent settlement for several years to come.