

INDUSTRIAL RECORD

JAMES A. HOLLOWOM, Editor-in-Chief

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The Pine and Its Products."

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Commended to lumber people by special resolution adopted by the Georgia Sawmill Association.

THE RECORD'S OFFICES.

The publishing plant and the main offices of the Industrial Record Company are located at the intersection of Bay and Newnan Streets, Jacksonville, Fla., in the very heart of the great turpentine and yellow pine industries.

NOTICE TO PATRONS.

All payments for advertising in the Industrial Record and subscriptions thereto must be made direct to the home office in Jacksonville. Agents are not allowed to make collections under any circumstances. Bills for advertising and subscriptions are sent out from the home office, when due, and all remittances must be made direct to this company.

Industrial Record Publishing Co.

GOOD ROADS.

Fifty Miles of Pavement in Duval County

Before the year ends, Duval county can boast of approximately fifty miles of hard surfaced roads. Should the proposed bond issue carry at the special election called for October 26, there will doubtless be constructed as many more miles of good roads during next year, as well as the three subsequent years.

A year ago there were but few paved public highways in the county. However, the county commissioners have taken the matter up with enterprising spirit, and with proper cooperation of the public, or qualified voters, Duval county should, within a few years, be traversed in any and all directions by hard surfaced roads.

Those roads on which hard surfaced pavement may now be found are as follows:

Main street and Duval road, Talleyrand avenue, Panama drive, Woodlawn avenue, Twenty-first street, Turner road, Moncrief road, Kings road, Enterprise street, St. Johns avenue, Orange park road, Ortega road, Mandarin road, and the Beach road.

On the Lem Turner road is a mile of brick paving. The brick was placed as an experiment and so satisfactory has the test proven that the county commissioners have awarded the contract for the construction of a mile of brick paving on each the Pablo Beach and Kings roads, the improvement to cost between \$15,000 and \$20,000.

This will allow the commissioners a fairer opportunity to test the qualities of

brick as a paving material. Number 2 grade of brick is being used. The number 2 is claimed to be as good as the first grade, being classed second on account of a chip that may be found on one or the other side. It is said that brick paving may be laid in the county at a cost much less than \$10,000 per mile, paving to be laid seventeen or twenty feet across.

The new steel bridge for Julington creek is now being manufactured at the plant of the Canton Bridge Company, Canton, Ohio. As soon as the parts are manufactured they will be shipped to Jacksonville and placed into position by the contracting firm. The bridge is to have a 90-foot arch, and will be of concrete and steel construction. The bridge will be one of the finest and most durable in the South, according to the contract, and will cost about \$10,000. The contract calls for the completion of the bridge by February 1.

The work of constructing the road to the St. Johns county line has been rapidly pushed, having been completed as far as Goodby's Lake, a distance of nine miles from the South Jacksonville ferry slip. At Goodby's lake, the road forks, one branch going to Mandarin and the other by Loretta and Bayard to the St. Johns county line. This road will cross Julington creek by the new bridge.

About seven and a half miles of the road to the beach has been completed. Three and a half miles of the road is constructed of cement. Just this side of Pablo creek, and the bridge over which a new steel draw will soon be placed, a mile of brick paving will be laid. It is likely that more brick material will be laid on this road. The road to the beach will be about seventeen miles in length, and will prove a great convenience to the owners of automobiles, carriages and other vehicles.

Interest in Savannah-Jacksonville Highway.

The Savannah Morning News says: Joseph Lichenstein, president of the Savannah Taxicab Company, has just returned from a three weeks' trip to Philadelphia and New York, and met a number of well-posted auto men.

Mr. Lichenstein said that he was surprised at the number of inquiries about the road from Savannah to Jacksonville. "The trips that have been made up to the present time in automobiles have been heard of in the cities I visited, and it is evident that a number of people are planning to spend several weeks touring the South."

Spartanburg, S. C., voted down a bond issue recently and the other day we chanced to pick up a paper published in another State which contained a quarter of a column editorial on the fact that "Spartanburg is standing still." That kind of advertising, which a community invariably gets when it refuses to keep pace with the march of progress, gives a town a set-back that requires years to recover from.—Lakeland News.

We are pleased to see by our exchanges that nearly all the counties in the State are trying the building of good roads. It is a noticeable fact that in every community where the people have good roads they are prosperous and the community building up. Pasco county should have at least seventy-five miles of good roads built just as fast as possible. The board of county commissioners is anxious to build good roads, but it seems a hard proposition to get started. However, it will make a start

at its meeting next Monday and then the work will go on.—Dade City Star.

Pensacola is preparing to pave some of her streets with cypress blocks. If Pensacola would send an intelligent committee to Tampa to make an investigation of the merits of block paving, the Times guarantees that the committee would very emphatically oppose using it. Vitrified brick is the best and really the most economical material that can be used on the streets of a city. The city of Tampa has wasted a great deal of money in experiments—has used on her streets almost everything that has ever been suggested for paving material—and the conviction is almost unanimous that vitrified brick is not only the best—but also the cheapest.—Tampa Times.

DEVELOPMENT OF THE SOUTHERN STATES.

Baltimore, Sept. 18.—Among the leading Southern industrial projects reported in this issue of the Manufacturers' Record are the following: Norfolk Portland Cement Company, Norfolk, Va., was incorporated by officials, of the American Cement Company, of Philadelphia; this new company will expend between \$600,000 and \$800,000 to construct a plant with a daily output of 2,500 barrels of Portland cement. Cullman Coal and Coke Company, Cullman, Ala., which incorporated recently with a capitalization of \$2,000,000, purchased and will develop 10,200 acres of coal land. Standard Steel Car Company, Pittsburgh, is understood to have completed negotiations for the purchase of the South Baltimore Steel and Foundry Company of Baltimore, intending to expend several hundred thousand dollars to equip the plant so that all-steel cars can be manufactured. United States engineers began preliminary surveys for proposed \$3,000,000 storage reservoir on the Etowah river near Cartersville, Ga.; this reservoir to have a capacity of 35,000,000 cubic feet of water, and to be constructed after approval of the plan by Congress. Farmers Co-operative Packing Plant Company, Enid, Oklahoma, recently incorporated with a capital stock of \$1,000,000, announced plans for a packing plant with a daily capacity of 1,000 hogs and 300 cattle. Jewell Cotton Mills, Thomasville, N. C., was incorporated with a capital stock of \$250,000 to build a plant with a capacity of 10,000 to 12,000 spindles, but to begin manufacturing with half that number in position. Maryland Clay Products Company, Baltimore, Md., was incorporated with a capital stock of \$250,000 by Pennsylvania parties. Sunflower Compress Company, Indianola, Miss., announced plans for a cotton compress, to comprise buildings and machinery costing \$34,000. Saxman Coal and Coke Company, was incorporated with a capital stock of \$200,000 by Massachusetts parties, to develop coal properties in Nicholas county, W. Va. Kansas City, Missouri Navigation Company, Kansas City, was incorporated with a capital stock of \$1,000,000 to establish boat lines on the Missouri river. Maline Knitting Mills Company, Winston-Salem, N. C., awarded contract for the construction of a 60x170 foot building, and an equipment of bleaching machinery for a daily capacity of 30,000 pounds of knit goods. United States Fertilizer Company, Baltimore, Mr., was incorporated with a capital stock of \$100,000. Southwestern Compressed Gas Company, Dallas, Texas, was incorporated with a capital stock of \$100,000. Evangeline Sugar Manufacturing Company,



**KEEP TIME
on your men**

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

When you desire a time-keeper that is "always on the job" buy a watch from us.

We have them from \$10.50 up in the hundreds - - each watch is the best in it's class and will give good and faithful service.

**R. J. RILES CO.
Jacksonville, Fla.**

Breaux Bridge, La., was incorporated with a capital stock of \$100,000 and will build a mill with a daily capacity of 1,500 tons of sugarcane. Moistproof Pressed Brick Company, Norfolk, Va., which recently incorporated, decided to build a plant with a daily capacity of 40,000 bricks and purchased the necessary machinery. Veitch-Matthews Engine Company, Birmingham, Ala., was incorporated with a capital stock of \$150,000. Bradford Worsted Spinning Company, Louisville, Ky., awarded contracts for construction of an addition, three stories high, 80x240 feet, and for machinery to increase its mill from 2,200 to 7,000 spinning spindles, with 3,500 twisting spindles.

NEW STEAMSHIP LINE.

Steamer Magic City, of Jacksonville-Miami Line, Sailed from this Port September 25.

The steamer Magic City, of the Jacksonville-Miami Company, sailed from this port for Miami on her initial trip Sept. 25. The Magic City is a strong, staunch, sea-going vessel, 134 feet in length, 25 feet beam and drawing ten feet of water. Her registry is 312 tons gross, 212 tons net, and is equipped with engines capable of developing 250 horsepower.

Jacksonville welcomes water connections with Miami, as it is another step in her commercial growth. The enterprise is a Miami one, being backed by Capt. George F. Cook and E. E. Phelps, of that city.

The vessel secured for this service is a freight ship, but has four staterooms for passengers. It is the intention of the owners, however, to bid only for freight business, but later, if the demand warrants, will also provide for passenger traffic. The ship will be in command of Capt. L. S. Stratton, who has seen many years' service in the merchant marine.