

The Pensacola Journal

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 PENSACOLA, FLORIDA, SUNDAY, MAY 14, 1905.

White Democratic Ticket.

- For Mayor: CHAS. H. BLISS.
- For Marshal: C. F. SCHAD.
- For Tax-Collector: JNO. CARY WHITING.
- For Treasurer: WM. G. DAILEY.
- For Aldermen at Large:
 - Precinct 12—CHAS. H. GINGLES.
 - Precinct 15—WM. HAYS.
- For Precinct Aldermen:
 - Precinct 12—A. H. D'ALEMBERTE.
 - Precinct 13—P. K. YONGE.
 - Precinct 14—JAS. McHUGH.
 - Precinct 15—W. B. WRIGHT.

Notice to All

Anonymous Contributors.

Beginning with this date, May 14, 1905, The Journal puts into effect the following rule:

No campaign communication which deals in personalities of any kind will be published except over the personal signature of its author.

The Journal does not care whether the name of the author of a communication or that which is known in this office or not—the name will have to be signed and printed in the paper or the article will not go in.

We hope correspondents who like to deal in personalities, but who are afraid to sign their names at the bottom of their letters, will note this rule and govern themselves accordingly.

Elsewhere in The Journal to-day is the notice of a meeting to be held to-morrow night looking to the establishment of a "free clinic" in Pensacola. The cause is a worthy one and The Journal is pleased to commend it.

Congratulations to Mr. Avery and Senator Blount.

On behalf of the whole white population of Pensacola, The Journal takes this opportunity of congratulating Senator W. A. Blount and Representative J. Campbell Avery on their success in agreeing upon and putting through an equitable bill providing for the separation of the races in the street cars.

The bill was drawn and introduced by Mr. Avery early in the session and is generally known over the state as the Avery "Jim Crow" bill. The bill, as originally drawn, was somewhat drastic in its provisions and was, in fact, amended by Mr. Avery himself before it left the house.

In the senate, in order to provide a little more leeway on the part of the street car companies for putting the object of the bill into effect, Senator Blount prepared a substitute embodying his ideas in the matter. Before the bill came up for action, however, Senator Blount and Mr. Avery held a conference and agreed upon certain amendments to Mr. Avery's bill, each making certain concessions, with the result that Senator Blount withdrew his substitute and offered the amendments in its place. The bill then passed the senate and the house in short order and by a unanimous vote.

In thus getting together on a proposition as to whose general object they were both agreed, but as to whose details there existed certain slight differences, Senator Blount and Representative Avery have done credit to themselves and have earned the thanks of their constituents.

The bill, which is published elsewhere in The Journal to-day, goes into effect July 1, next. It is explicit in its provision for a separation of the races and a penalty of \$50.00 is provided for every day which the street car company violates it. The company now has seven weeks in which to get ready to meet the provisions of the new law and that ought to be plenty of time in which to do it.

One Subject They Won't Talk About.

Once in a while the Daily News hints around about an "issue" in the present campaign.

It is quite noticeable, however, that neither the News nor any of the opponents of the White Democratic candidates, has ever touched on the Negro domination "issue."

They simply won't talk about it. While they expect to get the solid Negro vote they can't afford to say anything which might drive that vote away.

The "colored constituent" has, in fact, come to be a tremendous factor in campaign calculations. It won't do to offend that vote. It's a valuable asset to one's political machine.

But the people are doing a little thinking on this matter and a big majority of them have come to the conclusion that they do not want a city government which has to depend on the Negro vote for its elevation to office.

The people are going to stand by the candidates who were not afraid to go into a White Primary for their nomination.

"I have never seen a paper improve so much in so short a time. I congratulate you," is the way one subscriber writes to The Journal.

Some Advice to the Negroes of Pensacola.

On this bright Sunday morning when they have plenty of time to read and while the subject is now a matter of comment, The Journal is going to give the negroes of Pensacola some rather pointed advice, addressed directly to them, in the first person plural.

For several weeks you have put into effect what appears to be a boycott of the street car service.

You decided to do this shortly after what is known as the "Jim Crow" bill, providing for the separation of the races in street cars, was introduced in the legislature.

That bill has now been passed and will take effect July 1, 1905. It not only applies to Pensacola but it applies to every other city in the state where a street car line is operated.

The law will not only prevent a negro from sitting amongst white passengers, but it will also prevent a white passenger from sitting amongst negro passengers.

The law is as fair to one as it is to another. In fact, it simply separates the races on the street cars, and there is nothing in it that any intelligent, respectable negro has any ground for kicking about.

Now the advice that The Journal has to give the negroes of Pensacola is just this:

Cease your silly boycott of the street car lines. You are now only making yourselves ridiculous.

Your present conduct is not hurting the white passengers at all, because they do not care whether you ride or not.

Your boycott will not prevent the law from going into effect because the law has probably by this time been signed by the governor.

You can't have any influence on the street car company because the company is just as powerless to change conditions as you are.

You cannot therefore hurt any one but yourselves because no one else cares anything about it.

What you ought to do now is to quit acting like a lot of silly children, and act like sensible men and women.

You will all go to riding again sooner or later anyway and these foolish capers you are cutting up are not going to make it any easier for you after awhile than it is now.

You can simply prove your common sense and your intelligence by keeping cool, taking the matter logically, and going to riding again. You haven't been hurt and no one is going to hurt you.

The Franchise for the New Railroad.

The ordinance granting a franchise to the Pensacola, Alabama and Western railroad—the projected line between Memphis and Pensacola—will come up in the council for its third reading and passage next Wednesday.

There will be no hesitation. The Journal takes it, on the part of the council to the passage of this ordinance. In the franchise which it grants we think we see the beginning, at least, of the realization of Pensacola's long dream for another railroad.

If we get the railroad, it will be worth more to Pensacola than any enterprise which has ever come to life in the city. If we do not get the railroad, the passage of the ordinance can do no harm because the holding of the franchise is dependent upon the building of the road.

The ordinance will no doubt go through Wednesday without opposition—then for the new railroad.

Governor Broward is looming up as about the biggest and best governor the state has ever had. He is, in fact, winning commendation on all sides for his fairness and his independence.

A. H. D'ALEMBERT'S RESIDENCE IN PRECINCT 12.

In the Evening News of May 5, there appeared an editorial on the subject of an office-holder having to be a resident in the district that he represents. Attention is called to a fact that Senator Brown has been unseated in the legislature because he had removed from his district and it is claimed that the case has a parallel in Mr. A. H. D'Alemberte, who is a candidate from precinct 12 for the office of councillor.

As a matter of fact there is no parallel between the two cases. The report of the legislative committee shows that it went into the matter very particularly and carefully and that Senator Brown had sold his home and all his holdings in his district and moved into another where he had gone into business permanently and had there established his home with no intention of ever returning to his old district.

In the case of Mr. D'Alemberte he sold his home but not for the purpose of leaving his precinct for he bought other property in the district and is having plans made for the erection of a new home in the same precinct which will be built so soon as the plans are completed and the labor can be employed. Mr. D'Alemberte has never at any time had the slightest intention of moving his residence from precinct 12. After his property had been sold he had to give possession and he stored his household goods for thirty days which time he endeavored to rent a house in the precinct in which to live until his new home can be completed. Not being able to rent a house in his precinct he has temporarily moved out of the district, which fact cannot in any manner affect his eligibility to office.

Had Mr. D'Alemberte sold his property in precinct 12 and purchased a new home site in some other precinct and moved permanently to another precinct with the intention of making his home there, as did Senator Brown, then there would be some parallel in the two cases, but the very fact that Mr. D'Alemberte did the very opposite proves conclusively that his eligibility is not affected.

With another railroad almost in sight Pensacola ought to be anything but a dull town this summer.

SAID OF PENSACOLA AND PENSACOLIANS.

Fakes Don't Go Here. Pensacola is doing something herself in the sale of real estate, as the Journal publishes long lists of deeds filed for record. Wonder how many are not published by request, as is the case here in Jacksonville?—Jacksonville Metropolis.

Medicine Drunks.

The Pensacola Journal in speaking of the bill to compel manufacturers to label patent medicines with the percentage of alcohol contained in them says that people buy these medicines only for medicine, and not to use as a beverage. It is quite evident from that that Bro. Mayes has never watched the size of the shipments of Peruna in dry counties, nor observed just how many trouser-wearing bipeds get roaring, fighting drunk on such concoctions.—DeFuniak Breeze.

Labor Troubles.

There is trouble in Savannah and Pensacola in labor circles. At the former city between the Atlantic Coast Line and its shop employees, and in the latter city between contractors, carpenters and painters about enforcing the eight hour rule for a day's work. All serene in Jacksonville, so far.—Jacksonville Metropolis.

More or Worse.

Seven hundred and sixteen arrests were made during the month of April by the Pensacola police department. During the month the total amount of fines imposed ran up to \$4,170.50, of which the cash collections figured up to \$3,081, about 75 per cent. of that imposed. Fines in municipal courts

are now a large revenue to cities, whereas a few years ago in Florida this revenue amounted to very little. There must be more or worse people than formerly.—Jacksonville Metropolis.

A Coincidence.

The confirmation of appointments made by the Governor by the Senate, has now commenced. One of the peculiarities of the confirmations just made is that E. D. Beggs, of Pensacola and J. D. Beggs, of Orlando, should be

appointed and confirmed at one and the same time as Criminal Court judges of their respective counties. They are brothers, and both natives of Madison, Fla., and are good lawyers and good citizens.—Jacksonville Metropolis.

Unexplainable.

The Pensacola Journal wants to know why the Maine is hoodooed. Now that is a question is stump the smartest. A hoodoo cannot be explained.—Birmingham Age-Herald.

The Ocean Railway to the Island of Key West.

(Jacksonville Times-Union.)

Two events of our current history will long remain peculiarly significant to the historian and to the American citizen—the signature of the President of the United States which made Panama independent, opening a pathway for the interoceanic canal and the signature of the Governor of Florida attaching executive approval to the will of the legislature that a railway should be built on the waves of the sea. If the canal must long remain the supreme expression of this nation's power and wealth, there have been such canals before. The building of the extension of the East Coast Railway to Key West is not a less wonderful exertion of power to a state not the greatest or richest of the union and its completion will be still more surprising as the accomplishment of a private citizen's dream, so the two will stand together in history and in public opinion.

Governor Broward is not the man to attach his signature to such a charter in behalf of the state without the fullest comprehension of the meaning of the act and appreciation of all its consequences. The first recognition of the state of Florida as the theater of great financial projects came with the Disston drainage project—a hope that never ripened into full fruition because it became more or less than a business enterprise and not because the opportunity was lacking as Florida may soon demonstrate under the administration of the present Governor. But more far-reaching and more important will be the effects of this bridging of the ocean and this addition of an island city and harbor to the mainland of Florida since it is an enterprise unique in character and carrying with it all the features of an intoxicating triumph for our country, our state and the business world now claiming pre-eminence over all its rivals.

Under these circumstances we are warranted in foreseeing the ultimate and early triumph of a great engineering project—we can promise the touring world that within a few years it can roll from New York to Havana in vestibule trains without change of cars. Such enterprises not only make history, they dominate the future and they dictate to the minds of men other dreams as a natural consequence. In the building and after the engineers of the world will watch the work for ideas—with the construction of that Panama canal, to which our railroad is a natural supplement the minds of men will be agog from one limit of civilization to another. Maps of Florida will be studied to illustrate lectures in every technical school devoted to the subject—the men who build that we may race with the gulls over the waves behind a locomotive will rank with those who prepare the marriage bed for two oceans and there are other associations between the two than their proximity.

Joe Jefferson's Ode To Man's Immortality.

The following beautiful poem was written by the late Joseph Jefferson while on a fishing trip with ex-President Grover Cleveland. It was read at the memorial services at the Players' Club:

IMMORTALITY.
 Two caterpillars crawling on a leaf,
 By some strange accident in contact came;
 Their conversation, passing all belief,
 Was that same argument, the very same,
 That has been "proed and conned" from man to man,
 Yea, ever since this wondrous world began.

The ugly creatures,
 Deaf and dumb and blind,
 Devoid of features,
 That adorn mankind,
 Were vain enough, in dull and wordy strife,
 To speculate upon a future life.
 The second, quite dyspeptic, seemed to mope.
 Said number one, "I'm sure of our salvation."
 Said number two, "I'm sure of our damnation."
 Our ugly fogs alone would seal our fates
 And bar our entrance through the golden gates.
 Suppose that death should take us unawares,
 How could we climb the golden stairs?
 If maidens shun us as they pass by,
 Would angels bid us welcome in the sky?

I wonder what great crimes we have committed,
 That leave us so forlorn and so unpitied.
 Perhaps, we've been ungrateful, unforgetting.

"Come, come, cheer up," the jovial worm replied,
 Let's take a look upon the other side:
 Suppose we cannot fly like moths and millers,
 Are we to blame for being caterpillars?
 Will that same God that doomed us crawl the earth
 A prey to every bird that's given birth,
 Forgive our captor as he eats and sings,
 And damn poor us because we have not wings?
 If we can't skim the air like owl or bat,
 A worm will turn for a 'that.'"
 They argued through the summer; autumn nigh,
 The ugly things composed themselves to die;
 And so to make their funerals quite complete,
 Each wrapped him in his little wind-ingsheet,
 The tangled web encompassed them full soon,
 Each for his coffin made him a cocoon,
 All through the winter's chilling blast they lay
 Dead to the world, aye, dead as human clay,
 Lo, spring comes forth with all her warmth and love;
 She brings sweet justice from the realms above;
 She breaks the chrysalis, she resurrects the dead;
 Two butterflies ascend encircling her head,
 And so this emblem shall forever be
 A sign of immortality.

—JOSEPH JEFFERSON.

EXTENSION OF EAST COAST TO KEY WEST.

(Savannah News.)

It is quite an engineering feat that Mr. Flagler has undertaken, namely the extending of his East Coast Railway from Miami to Key West, and thence, by means of transfer boats to Havana. He understood, however, what he was doing before he obtained a charter for the extension. And the Florida legislature and Gov. Broward understood the scheme in all its details.

It will be a costly undertaking to construct the road from the mainland along the keys to Key West, but the engineers have shown that the road can be built within a cost that will allow a profit on the investment, if the business assumes the proportions which it is believed it will. Mr. Flagler isn't a man to go into an undertaking blindly. He sees where he can get his money back, or, at least, a fair return on his investment, namely the understanding that the road along the keys will be a solid one. It will not be constructed on trestles, and so solid that it will resist the severest storms that sweep the gulf.

Despite the magnitude of the project and the fascination of the plan, at no step has the desire for display or the mere exploitation and advertisement of a tourist line been allowed to affect the cool judgment and the trained thought of science. The best engineers of the country have spent months of examination and have deliberately decided that the passage may be made as safe as any track upon the level ground. In giving its approval in behalf of the people of Florida the legislature carefully went over the whole situation and acted in fullest measure. And it is only since the passage of the bill that the Governor has studied every point involved—to him it was another step for the development of Florida—another link in the chain of its industrial maturity.

Under these circumstances we are warranted in foreseeing the ultimate and early triumph of a great engineering project—we can promise the touring world that within a few years it can roll from New York to Havana in vestibule trains without change of cars. Such enterprises not only make history, they dominate the future and they dictate to the minds of men other dreams as a natural consequence. In the building and after the engineers of the world will watch the work for ideas—with the construction of that Panama canal, to which our railroad is a natural supplement the minds of men will be agog from one limit of civilization to another. Maps of Florida will be studied to illustrate lectures in every technical school devoted to the subject—the men who build that we may race with the gulls over the waves behind a locomotive will rank with those who prepare the marriage bed for two oceans and there are other associations between the two than their proximity.

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- 105 piece Beautiful Blue Decorative Dinner Sets; regular price \$27.48, sale price..... 23.00
- 12 piece Decorated Toilet Sets with large sloop jar; regular price \$6.88, sale price..... 5.00
- Swirl line 10-piece Toilet Sets; regular price \$7.48, sale price..... 5.99
- Basting Thread, per dozen..... 15c
- Entire stock of Parlor Lamps will go on sale this week at ridiculous price. \$12.00 Lamps, sale price \$7.50. \$5.00 Lamps, sale price \$2.57. \$8.00 Lamps, sale price, \$4.89. \$3.00 Lamps, sale price \$1.75. \$1.50 Lamps, sale price 75c. 65c Ironing Boards, sale price 50c. \$1.25 Lamps, sale price 75c. \$3.98 Russian Coffee Makers, sale price \$2.50.
- Meter French Coffee Percolator, \$6.00, sale price..... \$4.75
- Pearl Handles, Sterling Silver Furel, \$9.00, sets, sale price..... \$6.50
- Jardiniers and Pedastals, regular price \$13.98, sale price..... \$8.50
- Job lot Vases worth 10, 15 and 25c each, sale price 5c each.
- 25c Buggy Whips, sale price 15c.
- 3 piece Decorated Tin Toilet Sets, regular price \$1.25, sale price \$1.00

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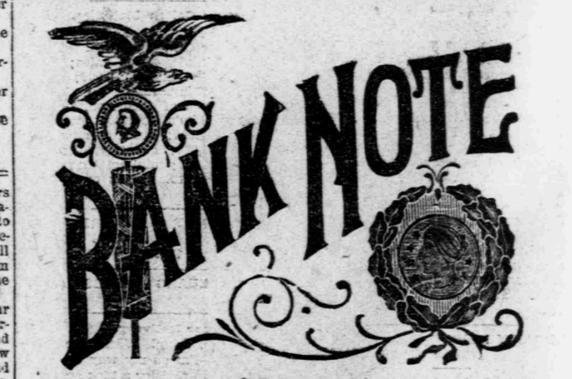
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- Shoninger, medium size, rosewood case, was \$375.00, now \$125.00.
- Small French Piano, rosewood case, good practice piano, \$85.00.
- Jacob Doll, Mahogany case, largest style, used only a few months, was \$325.00, now \$190.00.
- Mathushek, handsome walnut case, thoroughly refinished, only slightly used, was \$400, price now, \$225.00.
- Bailey, mahogany case, largest style, rented only a few months, in first-class condition, guaranteed for 10 years; was \$300.00, now \$215.00.
- Stultz & Bauer, ebony case, medium size, good condition, was \$400.00, now \$165.00.
- Sealater, ebony case, handsomely carved, good practice piano, \$90.00.
- Smith & Barnes, small style, mahogany case, splendid condition, was \$275.00, now \$190.00.
- Walworth Piano, handsome oak case, new, guaranteed, was \$275.00, price now, \$225.00.
- Walworth Piano, handsome oak case, rented a few months, was \$275.00, now \$200.00.
- Four new handsome upright pianos, samples, regular prices \$270.00, \$300.00, \$325.00, and \$350.00. These will be sold at a discount of \$56.00. We need the room.
- Any of the above will be sold on easy terms to suit, some as low as 75 cents per week.
- Call early for first choice.

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