

# THE FRAILTY OF MAN

By W. B. Barton

When Don Quixote reminded Sancho Panza that he should be merciful to the people over whom he had been called to rule—that when the culprit was brought before him he should remember the frailty of man, the Don exhibited the wisest sanity of any fool that ever tilted a lance, and unmasked an intellect that mounted the hide bound craniums of his day, letting the light through the cracks to illumine the density of a lot of punky convolutions called the brain.

The frailties of man came with him when he hit this planet. They didn't get stuck to him like sand spurs along the wayside of life. They came carefully packed in his grip. He had been outfitted by his progenitors with an assortment of uniamod proclivities to bump a civilized sociology that puts up walls with checkerboard doors to cage them in.

Away off in no man's land, before the confines of this sparsely peopled planet, the journey here begins. There may be society there, or there may not—the wireless has never circled the globe. This only we know, a barbarian knocks for admission, and is taken in stranded on all fours, and bewildered by the exhibition of a new world before him. His progenitors gave him his outfit, and the job to wear it until he got well enough acquainted with his new habitat to know how to shed it. Maybe he will, or maybe he will not. Society has got an eye upon him, and blinks at him from around the corner. His imperfections and frailties trail behind him perceived by the crowd on the front seats wearing harnesses upon their hearts and icicles upon their souls. To falter brings the shillelah of parental ire, and perchance the sentence of the law to align the curvature of his conceit.

At Threshold With Club. One of the commonplace experiences is that every man expects the other fellow's progenitors to hand down the bunch of forbidden sins that got astray in the apple orchard of Eden. Society, therefore, stands at the threshold of life with a stuffed club to convince the new born sinner that entrance therein comes by an introduction through its proclivities. It may be that he will find the road diled, so that he may not easily stumble, for Love stands guardian to bar the way to his defections, the sink holes and mire, that society permits as traps, may impede the way upon the checkerboard of life until the fatal fall before the judgement of social ostracism and revenge.

A perfect human nature has never been found crossing the frontier of life. After getting into the borders of this mundane existence, man may shed his defects here and there as a sand fiddler casts his shell, but he never finds the imperfections of his nature embarrassing to tote, and his neck gets creaky dodging a double row of brass buttons, or the frounces and ribbons of social contempt.

When Love Gets Cracked. It is said that love is the only ever found a perfect human biped, but it is well known, however, that this quality of human perfection oxidizes and withs when love gets cracked by the jolts and jats of commonplace ruts.

We blame men for their defects, tho' we all carry the same foul smelling assortment of imperfections, for no man can stand the calcium carbide under test. The holier-than-the-other-fellow variety cocks one eye on a star and the other on a church spire, and takes a goodly power for the erring one lying down in the gutter.

The completion of phisic invention to square with this deceit has never turned its cunning.

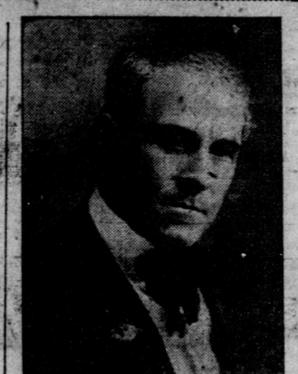
Some men are endowed with will power so strong that by care and education they can starve their defects out, but men of this class are hard to forgetfulness, and are conceited enough to believe their outfit of character snowy white. They never discover they are color blind.

I have never known but one man in admit his imperfections. A great journalist once said he had been tempted to commit all the crimes prescribed by law, except murder, confessing his frailties that others might not be deceived by theirs. Here was an instance of courage handed out to his fellow men, for the man who tries to find fault with the frailties of his imperfections half won, and the man who never gets frightened by his frailties may conquer them, but the man who stakes them out as scare crows hikes out for shelter and throws stones over in the other man's backyard.

God Helps the Man. The social feeling of time is cold and stony. God help the man who trips, for creeds were made to catch his soul. Whatever it may be thatched with the social steam roller will get that. Society satiates its maw with revenge. Mercy is the gift of light that sometimes breaks thru the social gloom to remind us that somewhere, within the realm of time, our frailties are known and sorrowed o'er. That Love will yet pilot the soul across the orbit of its sphere, and lead with gentle hands, the social fire and murder of the social latitudes of our day into the promised sympathy and kindly recognition of happier conditions yet to evolve from the associations of man.

The spirit of revenge hovers over the statutes of the land, straining with unheated sword, to strike down the man who errs; swaying the feeling of the judge upon the bench, who soaks the prisoner with a sentence that time gets weary in wearing out, to appease a barbarism of nature that society feeds and fattens upon.

If mankind ever needed a Christ it needs Him here and now to save it from itself without strings of attachment to any other planet.



W. B. BARTON.

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Mercy is a quality that "befits a king better than his crown," and has more curative properties than any other known virtue. The creeds have found this out for they roll their pills with tins tempting covering to catch ghosts journeying to other worlds. It costs nothing, and is furnished by the great unbounded love of Nature to all who ask, tho' the supply is wasted upon a lot of foggy population that no one ever got acquainted with, or knew what use they had for it.

Revenge was never known to wipe away a tear, or ease an aching heart. Revenge is the mother of woe, its flag staff is hung with rags and wretchedness. It is the child of hate, and misery is its god. And this is what society has done to alleviate the imperfections of man. 'Twas ever thus.

## PENSACOLA: ITS EARLY HISTORY

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cause he was sure if he didn't pay the money he wouldn't pay the paper. The War Cloud.

The second railroad introduced a period of disorganization and disaster. The war cloud, though no larger than a man's hand, was gathering on the horizon. Already the shadow of the coming strife had dulled the capacity for enjoyment. Men's hearts were heavy, with a premonition that the coming strife would change affluence to indigence.

A whispered hope of freedom had reached the negro quarters, and an inward exultation made them less fearful of the lash, less docile and obedient. Even those who had the kindest masters were ready to desert them at the first intimation of emancipation.

After the war cloud burst, the non-combatants of Pensacola evacuated the city, seeking shelter in more protected towns. Everything was left at the disposal of an invading soldiery, whose pleasure, it seems, was to wantonly destroy.

After peace was declared the refugees returned to find wreck and ruin on every side. It took brave hearts to pick up the broken threads and piece together demolished industries and fortunes and begin life again under new conditions.

The topsy turvy state of affairs was well stated by a white prisoner of war "Bottom rail on top now, move up, bottom rail on top" though the speech cost him his life in later years.

The building of the third road inaugurated an epoch, the history of which is not yet written.

By the slow process of evolution the old Spanish city is becoming Americanized, even the fiery element conspiring to obliterate all traces of Spanish occupancy, until but few of the quaint old landmarks remain.

With the arms of commerce reaching out towards Panama, and the deep water bay of Pensacola furnishing unrivalled facilities for trade there is no telling where the future leaps may land our town in the scale of prosperous cities.

At present the leaps are skyward; yet high jumps should be necessary to the beyond. Perhaps the spirit of the Plaza still holds the business of the town around it.

With the contemplated sky scrapers the city should adopt "a banner with a strange device, Excelsior."

Railroad fares refunded to and from Pensacola to purchasers of Pianos at the Clutter Music House. Prices on Pianos, special, \$187 to \$850. On Organs, \$19 up.



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We Have Arranged a Special Christmas Display and Sale of

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A splendid line of **WHITE AND BLACK DRESS HATS** are featured this week. Why not a gift in up-to-the-minute Millinery?

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## Merry Christmas

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Happy New Year

## Work of Securing a City Plan for St. Louis

FROM REPORT OF CIVIC LEAGUE OF ST. LOUIS.

Some eighteen months ago the executive board appointed a committee of five prominent citizens to consider the question of the feasibility of drafting a city plan for St. Louis. After considerable investigation into the conditions in St. Louis and a careful survey of the widespread movement for civic improvements the committee reported that a city plan for St. Louis was not only feasible but most essential and desirable. They outlined in a general way the main features of such a plan and recommended the appointment of five committees to prepare tentative reports covering the various parts of the plan, and a general committee to co-ordinate the recommendations of the various committees and incorporate them into the final comprehensive report. The executive board acted favorably upon these recommendations and the five committees were selected with great care from the membership. Prominent men representing almost every profession and interest in the city were chosen. The various committees took up their tasks with enthusiasm—held frequent meetings, considered carefully each recommendation and then framed their report and submitted it to the general committee, composed of the chairman of each sub-committee. The general committee then correlated the several reports in the one comprehensive report containing what they termed "A City Plan for St. Louis."

The question then remained how to put into effect these plans. A legislative committee was appointed to suggest the answer to this important question. Their report went exhaustively into the question of taxation, indebtedness and legislative enactments which would be necessary to make possible the carrying out of so comprehensive a plan. Two important measures were recommended by them. First, a law permitting the city in cases of condemnation of private property for public use, to take possession of the property upon the payment of the damages assessed by a board of commissioners. Leaving all questions of adequacy to be further litigated. Second, a state law which will permit the creation of large outlying park districts in St. Louis county, and the establishment of a system of connecting parkways. The first law referring to the extension of the power of condemnation was submitted to the legislature, passed both houses and has been signed by the governor. This law is of great importance to the city at the present time when it is entering upon a period of extensive improvements. It will permit public improvements to be made with the same expedition which characterized railroad building and will remove one of the serious obstructions now in the way of economical and expeditious construction of municipal public works.

The other law entitled "an act to authorize the creation of public reservation districts," although introduced late in the session, has been reported

out favorably by the judiciary committee of the lower house and if the legislature remains in session long enough we have reason to believe that the bill will pass successfully both houses of the general assembly and become a law.

When the legislative committee completed its recommendations including the above mentioned laws, the general city plan committee then submitted the entire report to the executive board with the suggestion that it be printed in book form and distributed to the members. \$1800 was appropriated for that purpose and the secretary was instructed to carry out the recommendations of the committee and have three thousand copies printed.

The city engineer of Hartford, Conn., says: "This report is one of the most attractive ones prepared by any city, and your league is to be congratulated upon the thoroughness and completeness of its work."

Mr. McFarland, president American Civic Association, says: "I have read this report through with growing delight. It seems to me that this is the most able and comprehensive presentation upon this subject yet made in America. While it pleads the cause of St. Louis with efficiency, it also speaks for the whole country, and it is sure to help many other communities struggling with the same problems."

The board of city hall commissioners of Cleveland, Ohio, says: "This report is certainly a great credit to your city, and is perhaps the most elaborate and altogether handsome publication issued by any of the cities now contemplating improvements of a similar character." The Philadelphia Public Ledger says: "The elaborate report of the civic league of St. Louis on the subject of a plan for the Missouri metropolis is a document worthy of the most careful study. It points the way by which modern American cities should go about the work of repairing the errors of the past. The whole subject has been carefully covered by experts, not as pioneers in these fields of municipal betterment, but with full knowledge of what has been done abroad and what is being done today all over our country. By bringing the best results from everywhere to bear on the local conditions in that city a great civic service has been rendered."

the great value which such a report is, not only to the city for which it is prepared, but also for other cities. The city plan committees have done a work of far-reaching importance in the future of this city. They have fixed a goal toward which the city can move in its rapid development. A goal which, if attained in the next twenty or twenty-five years, will make St. Louis a metropolitan center, famed for the splendor of its public buildings, the completeness and extent of its public park system and the attractiveness of its river front. The improvements recommended in the report may not be carried out in detail as they have been recommended—probably they will be improved upon in many particulars—but the idea of a comprehensive plan for public improvements instead of the haphazard methods of the past has been so strongly emphasized in the report and has been received with such unanimous consent by the people that in the future city officials will be compelled to follow some general plan.

Importance of Civic Improvements. The time has come when our western cities must adopt some comprehensive scheme of betterment if we expect to keep pace with our eastern competitors. Boston, with its splendid inner and outer park systems already constructed, New York, with its numerous playgrounds, small parks and free public baths for the people, Cleveland, with its splendid group plan now under construction, and Chicago, with a vast scheme for improving the entire lake front, warn us here in St. Louis that we must beseech ourselves if we expect to retain our present position in the front rank of American cities. No city in the country has greater commercial possibilities before it. Located in the center of the great Mississippi valley, with its limitless acres of fertile soil, bounded on the east with inexhaustible coal fields within easy reach of the city, standing at the gateway of the new and rapidly developing southwest, the commercial supremacy of St. Louis in this section of the country is practically assured if we as citizens will see to it that the city is made attractive to merchants, visitors and travelers, and comfortable and convenient to those who come to live among us.

Commercial Value of Civic Beauty. We have reached that point in our national growth when a city cannot in the modern sense of the word maintain a high commercial standing unless it maintain at the same time high civic life. We all recognize the fact that the location of a city must in the first instance be determined by its desirability as a point for manufacture and exchange and that much of its energy must be devoted to the building up of these necessary features of a city's life. But material advancement is not the only attribute which should possess the citizens of a great city. Railroads, factories and business activities bring people, but people must live, they must be made comfortable, they must be furnished with means of recreation and pleasure. These wants can not be supplied by railroads, steamboats and smoking factories. They must come from the city itself and must take the form of honest and efficient government, clean streets, attractive public buildings, good schools, a clear sky, playgrounds, public baths and extensive park systems. The American people, particularly the inhabitants of our large cities, are beginning to insist upon the element of beauty in the life of

ple happy and contented, if we would have our city grow and expand along right lines, if we would have our people happy and contented, if we would make this city inviting to outsiders, we must give more attention to the amenities of city life which are so essential to large urban centers.

You can conceive without much effort the increase in the number of visitors, retail merchants and shop keepers from neighboring states and travelers from everywhere, from which St. Louis would profit if we had a Paris, a Budapest, or a Washington here on the banks of the Mississippi. "No city in the country," Mr. Burnham said last month, "has had greater natural advantages for civic beauty than St. Louis." Situated in the bend of the river and surrounded on three sides by rivers; sloping back to the west to the highlands of St. Louis county, river bluffs which should have been made attractive riverside drives; a natural entrance way for railroads in Mill Creek Valley; all of the topographical features which go to make up an attractive city, yet St. Louis has the reputation of being ugly and unattractive.

The result is that continental travelers pass through without stopping, retail merchants make their stays as brief as possible, and visitors find their pleasure in friendships and not in an attractive city. True the tourist does not supply the permanent and substantial wealth of the community, yet the same things which attract travelers to a city bring merchants, jobbers, manufacturers and home seekers.

A prominent merchant in this city told me recently that his buyers did as little of their purchasing in Philadelphia and as much in New York like Philadelphia and like New York. They preferred to spend their spare time in the latter city, because of its attractiveness, hence did their buying there. The same influences aid in deterring the manufacturers and the homeseekers to locate in a certain city. All other things being equal, the manufacturer with his \$10,000,000

plant and five hundred employees is going to locate in the city which furnishes the greater number of attractions in the way of good schools, clear parks and boulevards, broad avenues, civic centers and beautiful public buildings.

Civic beauty is not a poet's dream—not a mere ideal toward which we should strive without hope of reaching the goal! It has become essential to the permanent commercial and industrial prosperity of great cities. We have passed the period of pioneering when everyone is ready to endure hardships and discomforts as matters of necessity and live upon hopes and prospects of the future. The American people are determined to have more comfortable and attractive surroundings and in the migration toward urban centers they are going to seek homes in those cities where civic orderliness and comfort prevail to the highest degree. There is no better proof of this statement than the establishment of civic centers and the erection of stately public buildings.

This extensive movement for civic improvements reaching from Boston to San Francisco is not wholly devoid of the commercial instinct. It is deeply colored with the enlightened selfishness which appreciates the true beauty in civic life. Put civic beauty on the most sordid basis, and it pays in dollars and cents.

Too Expensive.

Two little girls who were taken to see "Othello" were much impressed by the death scene.

"I wonder whether they kill a lady, every night?" asked one.

"Why, of course not," said the other. "They just pretend to! It would be too expensive to really kill a lady every night!"

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