

## Harbor Improvement!

### Increasing Interest Being Displayed!

The time was never more propitious than at present for calling the attention of the public of Alabama, Georgia, and West Florida, to the importance of at once opening St Andrews Bay to the commerce of the world.

With the Atlanta & St Andrews Bay R. R. nearing completion to this point, and the Birmingham, Columbus & St Andrews Bay Railway making fair progress towards its terminus on this bay, there is an undisputable call for the deepening of the harbor entrance, so that the trade that will come here from Central and South Alabama and Georgia, and from West Florida, shall not be stalled upon reaching tide water.

The work of the Rivers and Harbors Congress has been of inestimable value in showing the necessity of improving our inland water ways and our harbors. President Hill, of the Great Northern, a man who from his standing in railway circles can be said to fully voice the sentiments of the railways of the country, puts the matter most forcibly when he said "We must prepare to utilize the waterways of this country. The traffic of this country is increasing at the rate of 12 per cent annually, the ability of the carriers of that traffic is increasing only 2½ per cent annually. It would be necessary for us to build immediately 75,000 miles of new railroads in order adequately to meet the traffic conditions of the country." He stated that under present conditions such a task would be impossible as the necessary capital, could not be secured, nor the labor with which to build that amount of roads. Nor could terminals be secured and improved. He stated that it was evident that more points of export were needed, and that the Gulf and Lakes must be looked to for these opportunities.

Others spoke in like tenor, but the words coming from such a chief of transportation as Mr Hill, are as strong as Holy Writ both as to conditions and remedies.

More points of export are absolutely necessary, and the Gulf must furnish them. And at no point upon its shores is there such an opportunity for a port for this increasing trade as is offered by this magnificent bay. The outlay required to make of it the largest and safest harbor on the entire Gulf Coast is insignificantly small. That the Government, with the pressure being brought upon it to aid in furnishing sufficient transportation facilities, to meet the advance in the country's growth, will give it its immediate aid, cannot be doubted.

What is needed now is that our people, the people of Alabama and Georgia, those vitally interested in this subject, should unite in an overpowering request for immediate attention upon the part of the Government. The subject has already been that far publicly broached as to have received the attention of many of our public men, and the PILOT would ask that every one who has any influence with State or National officials, should at once take steps to place themselves in communication with them regarding this subject, urging their aid and prompt assistance in securing the necessary help of the Government.

The endeavors of the PILOT have thus far been attended with marked success, and it only needs a continuation of the efforts already put forth by it, and by such men as T. D. Sale, of the Sale-Davis Co.; Hon W. B. Stillwell, of Savannah; M. N. Carlisle, of Callaway; and others, to secure that which is not only our just due, but that which vast portions of the great states of Alabama and Georgia absolutely require that they may continue to increase in wealth and prosperity by having an export outlet through the nearest, largest, and safest harbor on the northeast Gulf Coast.

The following letters that have been written, will give our readers an idea of what has been done toward securing the desired help from our officials, and the PILOT trusts will lead others to do what they can toward getting the U. S. Engineer Corps, and Congress, to act upon this momentous question at once.

Office of Panama City Publishing Company.  
Nov 27th, 1907.

Hon W. B. Lamar, Monticello, Fla.  
DEAR SIR:

While undoubtedly you have had in mind the opening of St Andrews Bay to commerce, through securing an appropriation for that purpose, yet possibly you have thought that the time had not yet arrived when you could best take up that subject. We feel that you have not entirely forgotten this important harbor, but have delayed action for reasons stated above.

Now that the Atlanta & St Andrews Bay R. R. is nearing completion from Dothan, Ala., to this place, we feel that it is fully time that strenuous efforts were made to secure recognition at the hands of the Government for the dredging of the bar at the entrance of this harbor.

Hon W. B. Stillwell, of Savannah, representing Florida and Georgia, in the Rivers and Harbors Congress, was here last week, and promised to use his influence toward securing an appropriation for this harbor, and as he is one of Savannah's representative men, being President of their Board of Trade, it is possible he might be able to give us considerable help.

This being the terminus of the Atlanta road, which will be a short line from that city to tide water on the Gulf, Georgia is greatly interested in this matter. Congressman James M. Griggs, of Dawson, Ga., is very familiar with conditions here, and the Georgia traffic that will tend this way, and would do all in his power to aid in securing an appropriation, or other action in Congress, but on account of proper Congressional etiquette would not of course take the initiative, or any part therein possibly, without your consent and request.

It would give great pleasure to your many friends in this section if you could write Congressman Griggs asking his aid and support in this matter, and thus open a way for him to use his knowledge and influence in this cause. He is very familiar with this point, and has a vast amount of valuable facts that would aid in properly placing our needs before Congress.

Very truly yours

G. M. WEST,

Office Panama City Publishing Co.  
Dec 11th, 1907.

Mr A. B. Steele, President A. & St A.  
B. R. R., Atlanta, Ga.

DEAR SIR:

Undoubtedly you have read the letter in last weeks PILOT addressed to Mr T. D Sale, of Southport, Fla., by Captain H. B. Ferguson, of the Engineer Corps of the War Department relative to submitting to the Board of Engineers of the War Department on or before Dec 20th, 1907, statements and arguments explaining the commercial conditions which in your opinion necessitate and justify the improvement of the entrance to St Andrews Bay by the Government.

This appeal shows a desire upon the part of the Government to give this locality, and all those interested in the opening of this harbor to the commerce of the world, a hearing, and the opportunity should not be neglected.

As to one who has made it possible through building a railway to this port, thereby making tributary thereto an important and wealthy portion of Georgia, Alabama and West Florida, our people now appeal to you to crown this magnificent work by giving your aid and influence toward convincing the Government of the necessity of immediately taking steps to open this harbor to the export and import traffic that will come to and from the prosperous and rapidly developing territory that your railway does now, and will by its extensions create.

If you could appear before this board or send a representative as familiar as yourself with the conditions and facts, and place before them a statement of the traffic which your road will create for this port, and the extensive territory that it and its direct connections will care for, I feel that it would greatly aid in securing the recognition which is so earnestly desired by this extensive and prosperous section of the lower South.

Very truly yours

G. M. WEST,  
President and Gen Mngr.

Office Panama City Publishing Co.  
Dec 11th, 1907.

Hon James M. Griggs,  
House of Representatives,  
Washington, D. C.

DEAR SIR:

The Engineer Corps of the War Department have called for statements and arguments to be made before the Board of Engineers, at Rooms 507-510, Colorado Building, Washington, on or before Dec 20th, explaining the commercial conditions which necessitate and justify the improvement of this harbor by the United States.

Through the building of the Atlanta & St Andrews Bay R. R. from Dothan, Ala., to this point, with its northeast connections leading into Southwest and West Georgia, the people of that portion of your state have become directly and vitally interested in the opening of this harbor to commerce of all kinds that it may be the port of export and import for that large and rapidly growing section of your state.

This being the case I feel that you would willing do all within your power to secure from the Government, recognition of the necessity of immediate steps being taken to deepen the water at the harbors entrance, and thus secure the tide water port for the country referred to that is so essential to its future growth and prosperity.

Perhaps Mr Lamar, our congressman, has taken this subject up with you as I had requested him to do, (I have not as yet received a reply from Mr Lamar,) but if not I feel you but need your attention called to this request of the War Department to give your aid and influence to a proposition so closely connected with the securing a near tide water port for the entire Western and Southwestern portions of your state.

Trusting you may find it convenient and advisable to present the claims of your people in this regard before the Board of Engineers I remain

Very truly yours

G. M. WEST,  
President and Gen Mngr.

Office Panama City Publishing Co.  
Dec 11th, 1907.

Hon H. D. Clayton,  
House of Representatives,  
Washington, D. C.

DEAR SIR:

Possibly you have received notice that the Board of Engineers of the War Department have invited all interested to submit to the Board of Engineers of the War Department at their rooms 507-510, Colorado Building, Washington, on or before Dec 10th, statements, and arguments, explaining the commercial conditions which would necessitate and justify the improvement of this harbor by the United States.

With the completion within 90 days of the Atlanta & St Andrews Bay R. R. from Dothan, Ala., to this point, and its connections at Dothan both east and west, the southeastern portion of Alabama becomes deeply interested in securing at tide water such harbor facilities as will enable it to not only maintain but increase its present rate of growth and prosperity, and care for the future.

As the Representative in Congress of that important section of the Lower South, I trust that you will see the necessity of furnishing the Board of Engineers of the War Department such information as they ask for, placing before them the facts as to the commercial conditions in southeastern Alabama which would warrant immediate action upon the part of the Government in opening up this harbor to the world's commerce.

With the present unsatisfactory status of transportation facilities in the South, and the necessity as expressed by prominent business men of all kinds in the Rivers and Harbors Congress for increased terminal facilities and Gulf ports, the time seems propitious for decided activity being shown in this matter.

Trusting that you may find it both convenient and agreeable to place the claims of your constituents before the Board as requested, I remain

Very truly yours

G. M. WEST,  
President and Gen. Mngr.

The above, with letters published last week, will show what efforts are being made to secure Government aid to open up this harbor to the commerce of the world. Mr. Carlisle, of Callaway, has secured the promise of ex Secretary of the Navy Herbert, of New York, to give his aid toward accomplishing this end, and Mr. Sale has also received very favorable replies to the appeal's he has made to congressmen and others for help in the matter.

Too much cannot be done. Every one has some influence and now is the time to use it. Write succinctly, giving facts, to your congressmen; appeal to any public man whom you know to be in position to aid in this work; and the results can only be favorable. Our cause is a just one and will prevail. Let every one be up and doing.

### Croman on.

Rev Balson preached here last Sunday morning.

Mrs E. Dobb was visiting in Millville a few days last week.

Last Friday a large number of Croman people were visiting at Millville.

J. N. and Charles Forbes were visitors at Panama City and St Andrew on Tuesday last.

Rev Carlisle is expected to hold services here next Sunday, Dec 15th, both morning and night.

Mr Allen, Mrs Ayars, and Miss Crandall were visiting at the Forbes homestead on Thursday last.

F. W. Hoskins returned on Fridays Tarpon from a visit at Tallahassee, and with old friends in that vicinity.

### FOR SALE.

To be sold at Henderson corner, at Millville, on Saturday, December 28th at 3 p. m. one roan mare, 16 years old, belonging to the estate of the late S. C. Prows.

### The Mails.

During the past week the mail service has if possible been worse than ever. Three and four days mail arrive together, and the service has now become that demoralized that the out bound mails are badly delayed.

Petitions for a betterment of the service have been freely signed and forwarded to the Department, but probably like all such routine matters, will be pigeonholed and remain there until long after the death of many of the signers.

There is but one way to obtain relief. As the PILOT has heretofore stated, it will take direct application by our representatives in congress to the heads of the Post Office Department, to cause the latter to take any steps in the matter.

If every business man or voter will write directly to our representatives or senators, at Washington, setting forth the conditions here, and asking them to give the matter their personal attention, some good may result from it. In no other way can the matter now be corrected. Let each voter in the Bay country at once write such a letter.

### Railway News.

One of our Chipley subscribers writes us as follows regarding the work being done on our railways as seen from that end of the line.

CHIPLEY, FLA., Dec. 3, 1907.

### Editor PILOT:

We are always glad when Friday night comes as that is the time the PILOT arrives here. The paper is very highly spoken of by all who take it in this section.

I have not seen any account of the A. & St A. B. R. R. for some time. Mr A. L. Thornton, the tie man of the L. & N., tells me this evening that there is a large force of men and mules at work on the grade at various points south of the Econfina trestle, and that they are making the dirt fly.

The B. C. & St A. R. R. had bad luck through the last heavy rain washing out their track in several places. These places have been cribbed, and they now have a steam shovel at work loading sand to fill in these wash outs. They have 25 cars of steel here, and have been transferring the same on to their own cars. They have bought another engine which they are expecting soon.

### Our Harbor.

FARMDALE, Dec. 10, 1907.

### Editor Pilot:

I note the statement in the News of Pensacola that the only place from which to ship cotton on the Gulf Coast is at Pensacola. Now Mr. Editor let us figure a little. Supposing our pass is opened for large vessels, which will be done within two years after the railway shall be completed to the bay, then this will very naturally be the largest shipping port in the whole South. Why? Because we have the only safe harbor for all kinds of vessels big or little.

Now we witness millions of lumber being shipped from this bay to Pensacola, and from there to foreign ports. This business and much more that now goes to that port will not do so as soon as this harbor is opened to big vessels. Pensacola will not be in it for all that naturally belongs to this harbor.

We have already had \$5,000 appropriated for the survey of this harbor. Will you please tell the people what has become of that money? Nature has made St. Andrews Bay one of the greatest resorts in the world. Nor has it taken millions of dollars as elsewhere to thus make it, as it is naturally one of the finest bodies of water in the world.

It is only a short distance from the Pass in to the bay, where any boat can lay safely at anchor at all times. The bay is about 75 miles long so there is plenty of room for all vessels and deep enough for any vessel not drawing over 30 feet of water.

W. F. W.