

Panama City Pilot

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Pilot and L. & N. R. R.

No article that ever appeared in the *Pilot* appears to have met with such universal approbation as did that enlightening its readers as to the real status of the L. & N. R. R. in its dealing with the St Andrews Bay country.

From Maine to Texas, and from the northern boundaries of the United States to the waters of the Gulf, have come letters of congratulation upon the stand taken by the *Pilot* in behalf of the people.

One writer is "thankful that there is one exception to the subsidized press that has permitted the wrongs inflicted upon the people by the L. & N. R. P. to pass by unnoted and uncondemned," while another writer, a New England newspaper man of notable standing in that section says:

"I have really been immensely amused at the way you have been running amuck down there, hammering the L. & N. and everything else that gets in the way of progress. It is stimulating just to watch the sparks fly at the distance of near a thousand miles, and must be decidedly interesting and strenuous on the ground. You have been doing some beautiful jobs of puncturing. Sic Semper Tyrannis."

The *Pilot* wishes to extend its thanks to the great numbers who by letter or otherwise have given their approval in this matter. Such cordial and flattering encomiums from such a widely separated body of readers but corroborates the fact of the intense feeling existing against the L. & N. R. R.

Navy Yards.

It is with no small degree of satisfaction that the *Pilot* notes the decision lately made public by the Navy Department officials, that no further expenditures would be made at present upon the navy stations at Key West and Pensacola.

Ever since the initial number of the *Pilot* it has endeavored in all legitimate ways to call the attention of the Government to the possibilities afforded by the protected and unsurpassed harbor of St Andrews Bay, as the logical location of a Gulf Coast Naval Base. By the presentation of facts corroborating this proposition, by earnest and continuous exploitation of the subject by its editor with the officials of the Government and prominent members of both bodies of Congress, it has sought to secure an investigation of the great possibilities of this Bay by the experts of the Navy Department before further expenditures were authorized for Pensacola or Key West.

What is claimed for St Andrews Bay is that it affords unequalled protection to vessels or property during the tropical storms that frequent the Gulf; that it is the nearest deep water point by rail from the centre of the United States, and from the great coal producing regions of Alabama; that its harbor affords the greatest capacity for vessels of any port south of Hampton Roads; and finally and of the greatest moment, that a Naval Base can be placed on the shores of this bay that would be out of the possibilities of reach of gun fire from the most modern warships.

The Navy Yards at Pensacola and Key West are both so located as to be easily destroyed by an enemies fleet. This has been recognized by every Department report upon the subject since these yards were located. It has been hoped that our own fleet would be in readiness to drive off and protect these points against the fleet of an enemy, but as has recently been said by a Naval expert, an enemies fleet may show up at unexpected points and destroy a city and property, before our own

fleet can be brought in to action to oppose them.

St Andrews Bay offers a solution to this problem of protection with its miles of deep water, its protected anchorage, deep water near shore where graving and other docks can easily and economically be built, and the ease with which the entrance to the harbor can be protected. All that it asks is an examination by experts. It has nothing to fear from the fullest investigation of its claims. In the performance of the duty the Navy Department owes to the Nation it cannot well refuse to most fully and carefully investigate the claims of St Andrews Bay.

The Development of Waterways.

In his address, President Roosevelt especially directed the attention of the Conference to the subject of waterways. "Every man, woman, and child within our borders," he said, "has an interest in them, through navigation, power, irrigation, or water supply, or through all four. We have neglected our waterways more than any other natural resource, and we must put an end to that neglect. . . . First, let us prepare a comprehensive plan for inland waterway development. . . . Such a plan must consider every use of the waters. It must put the interests of all the people in advance of any private interest whatsoever. The preparation of this comprehensive plan should begin at once. Second, let us proceed immediately with the construction of the waterways for which plans have already been approved, and which we are now certain will fit into the outlines of the general plan. Our previous policy of procrastination, delay, and fitful and partial action has borne its perfect fruit. Our waterways are deserted, and in return for our vast expenditures we have little or no actual navigation to show. The people are ready for a change. Let us have it at once." A little later he said: "Forests and waterways cannot be separated in any successful treatment of either. Forest protection and river development must go hand in hand." In addition, therefore, to providing a waterway plan and proceeding at once on such portions of the plans as are ready, we must "provide amply for forest protection against fire, against reckless cutting, against wanton or reckless destruction of all kinds, and secure the Appalachian and White Mountain National forests without delay." The President's call for waterway development in accordance with a comprehensive plan was indorsed at nearly every meeting of the Conference by Governors, legislators, and business men. Governor Johnson, of Minnesota, declared that the development of inland waterways is the greatest problem of the hour, and said, "I believe the greatest investment this Nation can make to-day is to construct a canal from Lake Superior to the Gulf of Mexico. It will solve the problem of rate regulation in the interior." The growing public demand for an adequate and comprehensive plan of waterway development was further displayed in the meetings of the National Rivers and Harbors Congress which were being held in Washington at the same time as those of the Conference. Over four thousand delegates from all parts of the country were met to further the cause of waterway development. The Congress, under the leadership of Representative Joseph Ransdell, of Louisiana, Representative James H. Davidson, of Wisconsin, and Representative E. C. Ellis, of Missouri, all members of the Rivers and Harbors Committee of the House of Representatives, has consistently stood for a broad plan of waterway development, and has steadfastly refused to give its support to any specific project. The meetings of the Congress were crowded, and the subject of river and harbor development was discussed from every conceivable angle and with the greatest enthusiasm. Mr James Bryce, the British Ambassador, for example, told the Congress of Great Britain's comparatively limited and illuminating experience with waterway development. He called the attention of those who are inclined to assert that the development of river and canal transportation will be a blow to the railways to the fact that in Germany the Rhine, which is extensively used for freight transportation, is paralleled by two trunk lines of railway, each of which is also used to its fullest

capacity. The prevailing sentiment in the Conference Conference and in the Rivers and Harbors Congress, evidently representative of the best public opinion of the country, showed itself in favor of the comprehensive development of our waterways by the National Government under a permanent commission empowered to make a complete plan and to carry out the various projects included in it.

How shall Waterway Development be Paid For?

If a great inclusive campaign of waterway development is to be entered upon, the question immediately arises, How shall it be paid for? On this point a new and to some minds a somewhat startling suggestion was made at the Conference and indorsed in many directions. President Roosevelt, in speaking of waterway improvement, said: "Let us have it and at once. If we can pay the cost from current revenues, let us do so. If not, let us issue bonds. By either method let us have the waterways, and that quickly." The suggestion of a bond issue for such a purpose has a precedent in the method of paying for the construction of the Panama Canal. But aside from this case, so far as we know, bonds have been issued by the United States Government only for the payment of expenses of war or for exigencies arising from financial disturbances. The plan suggested by the President received indorsement from Mr Taft. In his speech he said:

I agree with what the President has said to you about the issuance of Federal bonds for the funding of permanent National improvements. . . .

I have no compunctions on the subject of issuing bonds if the debt to be contracted ought to be met by bonds. I think that men sometimes overdo the business of meeting what ought to be distributed expenses out of current income. I think there is good reason for issuing bonds for these improvements that are to be permanent, and not to spend current income for them. Sometimes it takes as much courage and involves as much real public interest to issue bonds for a purpose for which bonds ought to be used as it does to pay as we go. In other words, it is a mere question of economic policy, and the mere fear of criticism because an administration has issued bonds should not prevent us from doing justice to ourselves and posterity.

It was also indorsed by Vice-President Fairbanks in his opening speech before the Rivers and Harbors Congress, by Mr. Andrew Carnegie, and by other prominent speakers. The only opposition to the suggestion came from the Speaker of the House of Representatives. Speaker Cannon wisely declared that we want to go slowly and to have the work done sanely and safely. In this declaration the real friends of waterway development will heartily concur; and it is just because they want the work done safely and sanely that they ask for a commission to prepare a comprehensive plan. In what a different sense Speaker Cannon interprets the words safe and sane is shown by the method which he advocated of dealing with river and harbor improvements. He stated in substance: All legislation is a matter of compromise. For any measure that we wish to pass we must get a majority in Congress. We have in Illinois a project for a fourteen-foot channel from Lake Michigan to St. Louis. The State has appropriated twenty million dollars for this work. The work will cost thirty-one million dollars in all. Now, I do not expect to get many votes from the Pacific Coast or from New England or from the South for an appropriation to complete this project. When I advocate this project, there will be gentlemen coming here "like flaming brands" to demand something for the Ohio River and for the Missouri River and for projects in the East and the West and the South. All legislation, as I have said, is a matter of compromise. I suppose we will have to throw into the pot with our project something from New England and from the Pacific Coast and from other regions in order to get anything out of it. Mr Cannon is opposed to a bond issue, to an executive commission, and to the development of a comprehensive plan. He favors legislation on this great subject by compromise—just

the method which has for years produced the River and Harbor Bills, which have become known as the legislative "pork barrel." It is this type of bill and this method of legislation by compromise between special interests and special localities which have drained from the Treasury every few years millions of dollars without any appreciable general improvement in the waterways of the country. It

may not be advisable to develop our waterways by the use of borrowed money. But until we substitute for the "pork barrel" method of legislation the method which has been adopted in the case of the Panama Canal and in the great irrigation work of the Government, our waterways will remain a wasted resource. —The Outlook.

Commercial Club.

Edited by W. F. LOOK, Secretary.

During the Holiday season which we are just entering upon, we realize that the thoughts of our members are centered on the festivities incident to this time of the year, and the weightiest matters must give place to the filling of the little one's stockings, and the more difficult task of selecting remembrances for their elders.

Your Secretary too, while not blessed or otherwise, by some of these responsibilities, is somewhat at a loss to find material to interest our members in the work of our Club, when their minds are far away and on pleasure bent.

He is reminded of the story of the old darkey who went into a store down in Georgia and asked:

"Say, boss, you got any gun powdah heah?"

"Yes, we have gunpowder."

"Lemme see some of that theah gun powdah."

The dealer showed him some.

"Pore a little of that powdah in my hand."

The old darkey took the powder near the light, ran his forefinger around and around in it critically, and then smelled it two or three times.

"And you say this heah is powdah?"

"Yes, answered the dealer sharply; 'that is powder. What is the matter with it?"

"Dunno, boss"—the darkey shook his head doubtfully—"but hit smells to me like hit's been done shot off befoah."

And just at the present writing, most of our ammunition has "been done shot off befoah."

So while we will not attempt to distract your attention from the joyous Yule Tide and its pleasures and amusements, we will ask you not to lose sight of the important work we have ahead of us, and to give as much thought as possible to the vari-

ous plans which have been outlined for carrying it on.

The Committee appointed to get up advertising matter of various kinds for general distribution, will be very glad to receive suggestions in regard to the best forms and methods to be adopted, and illustrative and reading matter which can be worked up and utilized.

Pertinent facts relative to a riculture, fruit raising, fisher resources, manufacturing sites etc., are wanted, and it is also likely that some members have photographs taken around the Bay, which will be of use in illustrating booklets and folders which we wish to publish.

Pictures of the beautiful scenery about the Bay will be of inestimable value in setting forth the desirable locations for hotels and country homes, and add greatly to the attractiveness of advertising matter.

The usual exodus of Northern people will start soon after the Holidays, and those who are in position to care for visitors should be getting ready for them, and also letting us know what they have to offer in the way of accommodations.

These few suggestions are offered that you may be thinking them over, and securing material to aid in the work which you are all so deeply interested in.

Before another issue the great Anniversary celebrated all over the world, by young and old alike, will have come and gone, and with this our best wishes go to all for a Merry Christmas and Happy New Year, and the earnest hope that the coming year may be replete with prosperity for St Andrews Bay and all its people, and bring to us many of the benefits and blessings we have so long looked for.

Bank of Panama City

This Bank is now open for business.
A General Banking business conducted.
Savings Accounts received from \$1.00 up.
Start an Account now. It will pay you.

DOTHAN HARDWARE CO. WHOLESALE.

Hardware, Mill Supplies, Sash Doors,
Lime and Cement.

SEND US YOUR MAIL ORDERS.

W. C. Holley & Co.,

(Successors to C. E. Brackin & Co.)
DEALERS IN ALL KINDS OF

Notions, Feed Stuffs, Etc.

Call and see them as they deliver freight to all points on the bay in and up to Five Dollars or more, except feed,
ST ANDREW, FLORIDA,