



BONDING ISSUE TO THE FRONT

W. T. Laine Again Presents His Denials and Assertions

CONTINUE OLD METHOD

Would Defeat the Bond Issue and Continue Paying Special Tax and Think We Would Have Good Roads.

Sebastian, Fla., Feb. 8, 1909. Editor TRIBUNE:

I have written your paper twice arguing against bonding St. Lucie county for \$150,000 to build hard surfaced roads under the present bonding law. In my first article I claimed that my statements were approximately correct. When I wrote my second article, and after reading your editorial comments and Mr. Hardee's criticisms, I found no reason to recede from any statement in my first article. I am now writing my third article, and, after reading your comments on my second article, I will claim approximate correctness of my original statements. I want to refer to the rock road at Stuart which I said cost \$4,000 per mile and I will give figures from authority which no one can discredit to prove that I am correct. John Sewell says: "More than \$8,000 was expended on the road at Stuart." The people of Stuart contributed \$1,200. Now add the interest on \$8,000 at 4 per cent for 8 years \$2,560, and you have a total of \$11,760, for three miles of road—Rock laid on sand. Now add quarry expenses, which no one seems to know, and you will find my \$4,000 per mile statement a very conservative estimate. I said that the cost of roads constructed in Dade is approximately \$3,000 per mile. Let us take the figures and see if I am right or wrong. The public buildings and road bonds were voted in 1898 and sold in 1901, and Mr. Sewell says: "Road building commenced all over the county." Note the money expended on roads by the county in 8 years. Bonds, \$100,000; interest on bond 8 years at 4 per cent, 2,000; donated by citizens, \$12,620; donated by Mr. Flagler, special train hauling rock for 23 miles of road free, 3,400, aggregate \$424,825. Take 150 miles of road constructed in Dade since 1901, which I admit only for argument sake, and you have \$2,825, as the average cost per mile for 150 miles of road and the majority of his road is rock laid on rock foundation, and from Fort Lauderdale south the rock lay along the line of road. Mr. Sewell says: From Lauderdale south being a rocky country we could open a pit any where we wanted along the right of way." Use Mr. Sewell's exact words. If you will add interest on \$100,000 for 20 years, which is perfectly fair to do, as that interest is a part of the cost of road construction you will have a result which is very near the figure I originally named. Indeed I may safely claim that I am right, or as near right as it is possible to be for John Sewell says: "No man under the sun knows what the roads cost." So you see Mr. Editor, I am not denying "because I am ignorant of conditions in Dade county."

I am very frank to say: I should never have referred to operations and results in Dade county in this discussion. The advocates of bonding St. Lucie had not so persistently presented Dade county as an example for the tax payers of this county to follow. And I am surprised that advocates of bonding have not discovered that Dade has not built her roads with bond money only a very small part. Where Dade expended one dollar of bond money she expended more than three dollars raised by taxes and contributed by generous public spirited citizens. But I said Dade county had 60 miles of made road as a result of bonding—John Sewell estimates bridges and machinery purchased and claims 62 miles so I will not dispute with you about a difference of two miles. I claimed less than 150 miles of hard surfaced rock roads constructed in Dade. Let us look at that denial. The county commissioners of Dade say they have 203 miles of public roads. From Palm Beach to Stuart there is 77 miles to be built—from south of Miami down through the homestead country there is about 40 miles to be built. Deduct these two gaps from 203 and you have 126 miles only that is needed. And if you take Mr. Sewell's statement that when he went out of office there was 92 miles constructed. I think I may safely stand by this denial. The advocates of bonding St. Lucie county say: "This is a business proposition." I agree with them. But, every good business man notes the methods and results of every successful business man in the same line and profits by what he learns, and the reverse is true: He notes methods which result in failure and avoids them. The logic is this: Dade county bonded for \$100,000 and raised by tax and donation \$324,825, and secured good roads in part. Dade wants to complete her system, but after experience with

bonding has decided that the better plan is by taxation and not bonding.

Let St. Lucie county learn her lesson from her neighbor and act with good judgment and safe public policy; build hard surfaced roads by special tax; on the pay as you go plan. If there is a stronger argument against bonding for roads than results in Dade county I have failed to find it. Look at it this way: 62 miles built with \$67,500 of bond money. Granting 150 miles built, that leaves 88 miles built by taxation, and according to Mr. Sewell taxation cleaned and graded and built the bridges for his 62 miles.

You charge me with trying to confuse voters. I see an article on first page of your issue last week headed "A few Facts and Figures." I would be fully justified in retorting; you are trying to confuse the voters, because your facts are not facts except the statements: "St. Lucie county needs good roads," and that builders and banks and financial institutions are inquiring about the bond issue. These builders and bankers are looking for business and I commend them.

You are wrong in these statements: 1st The law does not provide that the entire \$150,000 shall be used for hard surfacing the road and cost of administration. 2nd. It is not true that Hamilton county has let a contract for 110 miles of rock road for \$45,000. 3rd. It is not true that six mills will pay interest and provide a sinking fund. 4th It is not true that railroad, telegraph and land companies will pay half the taxes. I could draw the blue pencil through the entire column from top to bottom and not be far wrong.

Read the law carefully and you will find that the bond trustees are authorized in their discretion to employ an engineer, and purchase machinery out of the bond money. Hamilton county is building clay roads, not rock roads.

As tax values increase the burden of taxation will be on our resident population. Wild lands, railroad and telegraph properties will not increase in value as rapidly as improved fruit and field, or town and city property.

When you enter upon the building of public highways the work must be done at public expense and taxes must and will increase.

When Dade county issued bonds and began building roads in 1901 her tax values were \$3,181,113, and her rate was 15 mills. In 8 years her values have increased to \$6,120,000 and her rate has increased to 23 mills. This increase in values is largely due to the completion of the great hotels and building of 110 miles of new railroad. The increase of values have not been uniform but the increase in rate has been uniform bearing alike on all taxable property whether productive or not.

St. Lucie has no seaports, no great hotel system in process of construction and no present or assured future railroad construction to add to our tax values. Our increase must be normal and of slow growth, and it is neither wise nor is it safe and sound public (continued on page 8)

PRETTY WEDDING OF A POPULAR COUPLE

On Thursday the fourth inst. at the Methodist church south in Sebastian, there were joined in holy wedlock Rev. Dulaney D. Diffeiwirth and Miss Addie Ruth Foster. The officiating ministers were Rev. Edward F. Ley, presiding elder of the East Coast district, and Ira H. Barnett, pastor of West Palm Beach.

The bride was tastily gowned in cream eolienne carrying a shower bouquet of brides roses and asparagus ferns, and wore a wreath of real orange blooms. The groom was in conventional black.

The only attendants were Master Cheeve Brown strewing flowers in advance, and Master Herman Praeger, ring bearer, and the ushers, O. M. Gaffney and Charles Sembler, followed by the bride and groom, all marching to Mendelssohn wedding march beautifully executed on the organ by B. Bruce Martin, of Zanesville, Ohio.

The church was beautifully decorated in white and green and was crowded to its utmost.

The groom is a native Floridian and the third generation of preachers of his name in this conference. The bride is a native of Louisiana, but a resident of Sebastian since her babyhood, the family having settled in Sebastian fifteen years ago.

The ceremony at the church was followed by a reception at the parsonage to which all had been invited. The reception committee were Mesdames C. Brown, W. C. Brakdock, J. A. Groves and D. Rose.

Refreshments of fruit, punch and cake were lavishly dispensed by Misses Annie Groves and Gladys Foster to an overflowing house of delighted well wishers.

The presents at the reception and since, were numerous, tasty, elegant and useful, consisting of linens, glass, china and silver, and last but not least, a lovely oil painting sent by Mrs. Turner Ashby Jordon, of Virginia,—her own work. After all, at 11:30 p. m. the young folks of the town treated the newly-wed to a lovely serenade, one of the features of which was a "sweetest" love song by Will Lennard, of Walton.

EXTENSION TO BE COMPLETED

Train Service to Key West to Start in January Next

BIRTHDAY OF OWNER

On Eightieth Anniversary Mr. Flagler Hopes to Make the First Trip by Rail to the Island of Key West.

When the Key West extension of the Florida East Coast Railway, work on which is being pushed rapidly, is completed from its present terminus at Knights Key dock and Henry M. Flagler, owner of the road, is able to carry out his announced intention of carrying trains from Key West to Havana, passengers will be able to enter a parlor car at New York or Chicago and upon leaving it, step off on Cuban soil.

It is planned to have trains running through to Key West in time for Mr. Flagler to ride over the line on his 80th birthday in January, 1910. If the ferry takes the trains across the Florida straits to Havana from Key West, it is estimated that the time between New York and the capital of the new island republic will be fifty hours. At present the time between the two cities via steamers sailing from Knights Key dock, is fifty-two hours, ten minutes.

Part of the road yet to be constructed between Knights Key dock and Key West will cost more per mile than any railroad heretofore built. Spans longer than any yet used on this unique railroad, running as it does for many miles over the water, will be required. From Knights Key dock to Key West the distance is forty-five miles. For twenty-five miles of this distance a great part of the work has been partially completed. At both ends of the gap and on the keys between, work is going forward with great vigor. In addition to the large number of men already at work in the camps along the line, thousands of laborers are being rushed south by both rail and boat in order to complete the extension during the present year.

Towns are springing up rapidly on the keys along the line, the latest one being Marathon, in which the terminal yards of the extension have been temporarily located. New families are arriving there each week. It is the headquarters of the construction and operating department.

The construction work has been divided up into sections and the engineers, it is said, are trying to outdo each other in accomplishing results. The first section at Knights Key is under way. The second and third sections with headquarters at Pigeon bay, are pushing the work on each side of the island, one in one direction, the other in the opposite. There are camps at Duck Key, at both ends of Bahia Honda and at the Spanish harbor keys. Between the Spanish harbor and Pine Key, the dredges have about completed a 1,100-foot fill out to the channel, across which a trestle will be built. Long Key is now headquarters for the tourists who go that far south to see the extension work. The improvements there are nearing completion and the entire force shortly will be moved southward.

Ninety miles of water lie between Key West and Havana, but after leaving the mainland at the southern extremity of Florida trains will run over the water on long concrete viaduct bridges stretching from key to key for an even greater distance to Key West.

SCHOOL CELEBRATED ARBOR DAY FRIDAY

"The children of today are the men and women of tomorrow," is applicable in all ages. And it may be stated with certainty that the culture and refinement inculcated into the minds of our children of today will shine resplendent tomorrow, or if dwarfed in its infancy will smoulder and become dormant.

Arbor day was instigated, founded and is being perpetuated because of the wisdom of those who have gone before, and while practically of modern origin and design, it has for its mission a noble achievement—one fraught with nature's study, nature's improvement and nature's noble purposes.

Thus in Florida, as in other states, it has become a custom to celebrate with appropriate exercises the anniversary of Arbor day, and Fort Pierce, we are happy to herald, followed, if indeed she did not lead, the happy van of thousands of bright children and hundreds of capable teachers in the pleasant task of fittingly observing last Friday, the designated day for such exercises.

A beautiful program had been prepared, as published before hand, and at ten o'clock, with the city hall well filled the exercises commenced. Rev. J. W. McNamara read a scriptural lesson and invoked the guidance of the Divine Power upon our great State and Nation. Judge A. D. Penney was orator of the day, and it is opportune here to remark that for beauty in language, practical in thought, charming in eloquence and

unsurpassed in application to the day observed, we have never heard its equal. The truths propounded, the ideas sought to be instilled, the beauties of the occasion and the excellent advice tendered were the masterly expressions of a masterly mind and should be remembered and followed by every teacher, student and parent.

The remarks of Mrs. Hunter, short though golden, should be framed in gilt and hung in every parlor in Fort Pierce. She stated facts when she said that it would be a waste of time and energy to plant trees or shrubbery on the grounds now used in Fort Pierce for the school, as they were totally and wholly inadequate for the needs of the school, and that necessity would drive the authorities to provide more ample and adequate buildings and grounds for the education of the children of the rapidly growing town of Fort Pierce. We echo a glad amen to the suggestion and think Mrs. Hunter acted with wisdom when she made this public statement.

The exercises were almost perfect, the program thoroughly appropriate, and each child was happy in the rendition of the work assigned. They were thoroughly trained, recited admirably and the entire corps of proficient teachers are to be congratulated upon so fitting and perfect observance of Arbor day.

Arrival of Trains.

The following is the times of the arrival of trains on the Florida East Coast railway, at Fort Pierce, under the new schedule which went into effect Tuesday:

Table with 2 columns: Train Name and Arrival Time. Southbound: No. 29, local - arrives at 4:50 P. M.; No. 33, Limited " " 5:55 P. M.; No. 99, Express " " 5:52 A. M.; No. 35, Limited " " 11:10 P. M. Northbound: No. 78, Local - arrives at 10:00 A. M.; No. 74, Limited " " 11:30 A. M.; No. 98, Limited " " 11:05 P. M.; No. 35, Limited " " 4:10 A. M. Departures ten minutes later.

Milton Knowles, who carries the mail between Key West and Sand Key, reports that on his trip to the little island last week he saw a large whale just inside the reef. The monster rose to the surface about 500 feet from Mr. Knowles' boat, and he had a good view of it. He says that he saw both of the whales that were stranded near here, and that this one was much larger than either of those two. When last seen it was headed for the reef, and no doubt went out into the gulf.

Nine mules, the property of W. C. Cannons of DeLand, died Sunday night at the Halfway station between Daytona and DeLand. The mules were the work stock which Mr. Cannons used in his road building on the Daytona-DeLand road. It was at first thought they were victims of the sharp cold blast of that night, but Mr. Cannons found a floating fragment of drug store paper near by and an evidence of poison, and is working upon that theory.

SPECIAL MEETING OF COUNCIL MONDAY

The City Council met in special session Monday evening with Acting President, W. R. Jackson, in the chair. There were present Aldermen F. E. Wilson and C. A. Killer, Clerk A. C. Dittmar and Marshal E. G. Gustafson.

An ordinance was passed providing that prisoners convicted in the city court shall be employed upon work on the public streets, parks and alleys within the city. The resolution also provided means to prevent the escape of prisoners who shall be put at this labor.

An ordinance prohibiting the throwing or placing of trash of any kind, etc., was presented and laid over until the next meeting.

Marshal Gustafson was authorized to have Orange Avenue cleaned from Magnolia avenue to the store of A. J. Drawdy.

H. I. Klopp, as agent for F. F. Bidle, was granted permission to erect iron clad cottages.

Table with 2 columns: Item and Amount. The finance committee approved and ordered paid the following bills: A. J. Brewer, concrete culvert \$192.00; J. G. Coats & Co., hauling shell 22.30; R. R. Gladwin, gasoline 8.64; Frank Storman, work Orange A 10.50; Tom Haywood, scavenger 50.00; E. G. Gustafson, salary-fees 62.00; Y. H. Blake, lighting city lamps 8.00; W. E. Hine, oyster shell 3.00.

Hastings is ambitious and is now ready to incorporate as a town. People of that settlement have displayed commendable enterprise and are rapidly transforming the country thereabouts from a wilderness into a thriving farming settlement and the village into a prosperous town. The next legislature will be petitioned to pass an act incorporating the town of Hastings.

George Faircloth, a white man whose home is in Ewing, Ga., met death in an untimely and awful manner Monday morning while engaged as an employee of the mill at Orange Mills. He made a misstep, and stumbling, fell on the saw carriage in such a way as to completely sever his left limb just above the knee. Everything possible was done for the suffering man, but in a short while he bled to death.

ON THE ROAD TO MANDALAY

A Tribune Representative Visits Southern Part of the County.

MILES OF PINEAPPLES

The Beautiful Homes on River Bank 'Mid Tropical Scenery Need Only Good Roads to Make Earthly Paradise.

A trip through the southern portion of St. Lucie county and the northern portion of Dade, which adjoins, is indeed a revelation to a person who visits it for the first time. A TRIBUNE representative had that pleasure recently, making the trip from Ankona cemetery to Sewalls Point.

Despite the drawback of roads deep with sand, there are few drives which surpass it in natural beauty. A road lined with palm trees—on one side the beautiful Indian river and on the other, everywhere, fields of pineapples, and at intervals, orange groves with the luscious golden fruit hanging on the trees. Pineapples, pines, pines! One wonders where are the people to consume the amount of fruit one sees.

The formation of the country is peculiar. Starting north of Fort Pierce a mound or ridge extends along the Indian river for nearly thirty miles, ending at matchless Sewalls Point, which is surrounded by the waters of the Indian and St. Lucie rivers. As one stands upon the beautiful lawn surrounding the home of Commodore H. E. Sewell, and looks before him, it is hard to realize a more picturesque spot. The calm waters of the Indian river on your left, the deep swift running St. Lucie on the right and in the distance the mighty Atlantic with her breakers on the shallow bar striving to enter the inland waters, make a lovely picture. In the near future this spot will be teeming with boats, for it is probable that next year the government will begin the work of dredging the inlet, affording a safe refuge in case of storms, with an excellent anchorage in the 20 feet of water which abounds hereabouts, as well as opening this section to ocean commerce. Capt. Sewall has built his home in an ideal place and the view from his spacious veranda in all directions is charming.

Calling on Lieut. Hugh L. Willoughby, the TRIBUNE representative found that gentleman busily engaged in putting the finishing touches to his racing motor boat "Possum" which is entered in the Palm Beach races. He is also overhauling his 60-foot ocean going yacht "Sea Otter," which is the smallest vessel in the world equipped with wireless telegraphy. In the trip from Newport the Sea Otter was always in communication with the shore. Above the boat house flies the flag of the New York Yacht club, of which Lieut. Willoughby is an enthusiastic member. In fact, it was through that organization that he came to Florida first, to find a southern rendezvous for their fleet. He became so charmed with the country that he bought property on the point and erected the beautiful East Indian bungalow, which he has appropriately named "Mandalay."

Lieut. Willoughby is a great believer in the future of this portion of Florida, from a commercial point as well as a pleasure and health resort. The new residence of James Viles, of Chicago, will be completed in another month, adding one more to the many spacious mansions in that section. The Mid-Rivers Country club house, which is being erected by Contractor S. A. Matthews, is nearing completion, and will add much to the charm and beauty of the Sewall Point neighborhood.

In that immediate section one sees some of the finest pineapple plantations in this great pineapple center. The ridge is covered with fine healthy fields and the homes of the owners everywhere gives evidence of thrift and intelligence. The town of Jensen is slowly recovering from the recent fire, and the concrete buildings which are being erected show that the residents are taking advantage of the old adage, "A burnt child dreads the fire," and the town will be more substantial than ever.

As the road winds close to the river from Sewalls Point to Walton it is always lined on one side with pineapples, but they do not grow wearisome to the traveler for the beautiful residences along the route vary the monotony.

People living along this highway which follows the bank of the Indian River from Fort Pierce to Sewalls Point, dotted as it is by charming mansions have all the advantages of civilization—railroad, telegraph, telephone, but as one drives along the beautiful road, all this is forgotten as one views the landscape, and Lieut. Willoughby has indeed chosen wisely when he named his place "Mandalay," for as the darkness approaches it seems like a scene from other worlds and it is not far fetched to compare it with the far famed road in India and to imagine yourself

"On the road to Mandalay Where the flying fishes play And the dawn comes up like thunder China 'cross the bay." [outer