

## Panama City Pilot

Published every Thursday

By The

### Pilot Publishing Company.

Terms:—One Year, \$1.00; Six Months, 50c.  
Rates for advertising on application.

Application made for entry at Panama City, P. O. as Second Class matter, under Act of Congress of March 3rd, 1879.

PANAMA CITY, FLA., JUNE 7, 1907.

#### Good Roads Movement.

The Good Roads Movement is now receiving at the hands of the press and people such attention that it is to be hoped that results proportionate to the great interest therein may be secured. Col. Mann has for years been leading those forces in this state who have been diligently doing this thankless work, and seemingly their efforts are now, in many places, producing beneficial results.

All through the U. S. this question is becoming a living one, and the great majority who are to be benefited by having better and cheaper means of transportation through having good wagon roads, are realizing what the present shiftless and worthless system of road work is costing them. It is authoritatively stated that it now costs, where there are quite passable roads, over 25 cents per ton for hauling freight over them.

When it is taken into consideration that many of the good people of this country are clamoring wildly and hysterically for lower rates on railways, where the rate is less than one cent per ton mile, it is not remarkable that some of the thinking ones are waking up to the fact, that the transportation routes that are used the most by the common working people, the wagon roads of the country, over which in some form or other all the products of the farm, woods, and mines have to be hauled, are costing them entirely too much.

How soon will the farmer, the substructure of the prosperity of our country, insist that those who are putting forth these effusive diatribes against railways, turn their attention toward those responsible for a condition that causes him to pay 25 times as much for the moving of the product of his farm to the railway, as he has to pay the latter for transportation?

It is barely possible that in the latter work the aspiring politician does not see his way clear to the goal of his aspirations, some fat political office, as quickly as he does through hitting the railways, but if the farmers and the common people would put on their thinking cap, and look into these matters more closely, they would relegate the demagogues to the rear, and place in office those who had the interests of the country at heart, and were willing to work for and institute means that would place a goodly sum each year in the pockets of every farmer and teamster in the country, also adding materially to the wealth of this fair land of ours.

The house has passed a bill to submit to the next general election for adoption or rejection, the proposition to move the capital to some place east of the Suwanee river. Would it not be well to make use of the present capitol, so suitably located, until the state has gotten a few of its financial irons out of the fire? There are a mighty lot of things the people of this state want more than they do a new capitol.

#### The Mails.

Three times within the past ten days the Bay country, with its twelve or more postoffices, has been without mail from the railway; mails that include all that come to this portion of the state. Were these but isolated instances it could be the more patiently endured, but it is a common occurrence to fail to receive these mails, and still more so to have the paper mails doubled up, some days none being brought through, and then two and three arriving at once.

It would appear that this Bay country has suffered to about the limit from the parsimony, red tape, inefficiency, and lack of all business methods in the matter of mail service. If

there be any reason why that twelve postoffices, receiving mail for thousands of citizens of these United States should be treated in this contemptuous and negligent manner, we would be pleased to have the Post Office Department state the reasons. Such conditions would not be permitted by the people, or Department, north of the Ohio river, and why should they exist here. This section pays its proportion of the taxes to maintain a postoffice service, and are entitled to some return for their money. As matters are now and have been for some time they are not getting it. We would respectfully ask those in authority why not?

#### State Press.

The wool crop this year will be large. Sheep have found good pasturage, are in fine condition and will shear heavy.—*Chibley Verdict.*

Walter Harvey has demonstrated that good oats may be grown here, and is now sowing the field in cow peas to show that two paying forage crops can be harvested from the same ground in one season.—*Chibley Verdict.*

A white woman 65 years old, was arraigned before the U. S. Court sitting in Pensacola last week charged with moonshining. The woman operated a still in Washington county, to support a helpless family, she said. She was fined one cent and sent on her way rejoicing.—*Apalachicola Times.*

Pelt & Plake are preparing to put out a large acreage of late tomatoes for canning purposes. They hope other farmers will do the same so they may obtain sufficient stock to keep their factory running full time this fall. They have ordered an immense number of cans, and will put up quantities of fruit, sweet potatoes, etc.—*Chibley Verdict.*

The incomparable climate of Florida makes it possible to keep the soil in continuous use. Properly handled, five acres of good Florida soil will keep a man busy all the year; and from those five acres, properly handled, the industrious husbandman will reap richer harvests, at a more evenly divided annual expenditure of labor, than he can on twenty-five, and even fifty, acres in climates where he must concentrate all his physical energy into a few weeks.—*Jacksonville Times-Union.*

"The coasting schooner Stephen R. Mallory, Capt. Sweeting, and a very valuable cargo now lie sunk on a rock shoal off Basin Hill, and both may result in a total loss. The Stephen R. Mallory sailed from Miami last Monday morning en route to Key West, carrying a cargo of starch valued at \$600 for a Key West merchant, besides other freight and several passengers. All went well until the vessel was off Basin Hill, a point off Key Largo, when she ran on a rock, punching a hole in her bottom and causing her to sink in a few minutes.—*Miami Metropolis.*

The best of indications point to a twenty per cent shortage in the spirits of turpentine crop this year. This shortage has been caused by several things, among them the heavy wood fires during the long drouth and by the unusually cold winter. The Record knows of several operators whose individual shortage will amount to fifty per cent. Others twenty-five per cent. And yet, in the face of all of this, Savannah exporters, it is said, are for the present and for the furtherance of their own selfish motives, trying to create the impression that the crop will be a large one. When will such methods cease?—*Jacksonville Industrial Record.*

On the lower Chattahoochee river where the Georgia stream cuts its way through western Florida to the Gulf of Mexico, the honey industry has been greatly damaged, in fact paralyzed, for the present season, by the effects of the cold weather in April. There are a good many apiaries in that section, especially around Wewahatchka. The bees gather their honey from the blossoms of the tupelo trees, but this year these and other blossoms were blighted so severely by the cold weather in April that the bees found it difficult to manufacture more than a limited quantity of sweetness. As a result the proprietors of the apiaries are feeding them on cheap sugar and glucose.—*St Augustine Record.*

## The Florida Legislature

### As Viewed by Press and People.

The prayers of the people of this state have been answered. The legislature adjourned sine die May 31st.

The present legislature has shown watchful extravagance where economy should have been practiced, and parsimony where liberality should have ruled.—*Monticello News.*

The lawmakers would do well to remember that while bills for the protection of gophers and the like are up, matters effecting the prosperity and progress of the state are being somewhat neglected.—*Palatka Times-Herald.*

Florida must wait two more years for a franchise tax law and for state uniformity of text books. These two bills were of great importance to the people and were violently opposed by the same "interests." Senator Girardeau is on record in favor of both measures. The News commends his stand on these two bills, most heartily.—*Monticello News.*

It appears that the legislature has about caught up with all of its laws prohibiting sand-crabs from stepping sideways, June bugs from buzzing and flies from roosting on bald heads and turned their attention to the prohibiting of the catching of gophers and making, selling or giving away of cigarettes. It is a measly shame that the peoples' money should be allowed to be gobbled up in any such a manner.—*Southern Home.*

The Pensacola Journal does not like the fact that an extra session of the legislature is not only possible but probable in order for that body to complete the work it has neglected and make up for the time idled away. Neither does it like the fact that with the revenues of the state reaching to only one million and a half dollars, that the legislature will likely have made appropriations aggregating nearly two million dollars before it has finally decided to give up the ghost. Touching on this latter subject the Journal says:

"Yet with appropriations of over two millions, in sight, not a bill has been passed providing any means of raising this revenue. Every attempt to pass a franchise tax bill has failed. With property valuations running up into the millions, lying all about the state, and escaping taxation of every form, the legislature has refused to provide a means for making this property help bear the burdens of government and the franchise-holding corporations strut about the capital, the absolute masters of the situation.

"With the appropriations that are in sight Governor Broward will have one of two things to do, viz: levy an additional tax upon the man with a mule, a home, or a private business; or call the legislature in extra session for the purpose of putting the responsibility on it of providing a means to raise the revenue with which to pay its expenditures.

"Those who know Governor Broward will have little difficulty in arriving at a conclusion as to which horn of the dilemma he will take."

What does the average Florida legislator care about the people or their interests anyway? There are some good men in that body, but they are so few and in such a small majority that the will of the others make them practically useless. For freakish, reckless and worthless legislatures the present will likely have capped the climax.—*Miami Metropolis.*

Pensacola was visited by a heavy gale Friday morning doing quite a little damage along shore and to vessels in the harbor. The Ariel was among the smaller craft that parted her hawsers and broke her jib boom, going aground in the slip between Central and Palafox wharfs. She was floated without further injury. Several vessels and barges were sunk and driven ashore, but no great damage done them.

The PILOT wishes to extend its thanks to Mr Frank L. Mayes, and The Mayes Printing Co., of Pensacola; The Buoy, of St Andrew; and the Banner, of Chibley, for courtesies extended in getting our office equipped for the issue of our first paper last week. THE PILOT is ready to reciprocate should occasion arise.

(Communicated.)

#### West Florida and Panama City.

The restless tide of emigration from all parts of these United States is now setting toward our sunny Southland, the land of flowers. From the Atlantic on the east to the Rockies on the west, and from the chilly great lakes of the north, to the wave washed shores of the Gulf, come enquiries, homeseekers, business men, looking for locations to settle.

One need not look back beyond the three score and ten mile stone to see the Indian fishing and hunting on the shores and waters of our own lovely Saint Andrews Bay. He tilled his little patches of corn, rowed his canoe over the waters of the bay, and with bow and arrow roamed through the woods killing the deer and wild turkey, and burying his dead in the mounds that are still remaining about us.

But the pale face came. The white mans laws protects and guards and holds sacred each mans liberty, rights, and property unto himself, and the country is being lifted up through its great natural resources and advantages, and drawing into its borders thousands who seek homes and business in such a favored clime.

The balmy air, the fragrant flowers, the birds sweet notes lure the traveler, and southwest Florida's natural resources once known, together with her great beauties will bring men of energy and means to this section and they stay.

Great opportunities are presenting themselves, and now is the time to take advantage of them. The old animosities of the 60's are forgotten by North and South, and thousands of our northern brothers are moving to our Southland, making their homes with us, and we are all now one people living under the grand old stars and stripes in peace and harmony. Cities are increasing in size and wealth, towns spring up in a night, farms are improved, and never was there a time in the history of this country when there were so many opportunities to make money as at present. Many are selling their high priced lands in the east and north, and locating in this section where lands as yet can be bought at what seems to these settlers to be very low prices.

Agriculture, horticulture, floraculture, all are successful, while all fruits, grains, and vegetables now known to the world can find no surer soil or congenial climate for perfect development than exists about St Andrews Bay. The swamp lands so called hereabouts are capable of producing 150 bushels of potatoes to the acre, and the writer has seen any quantity of sugar cane around this bay that when matured measured from 10 to 11 feet in length of usable cane. The more rolling lands and lighter soil are well adapted to fruit growing, peaches, plums, grapes and oranges all doing well. Vegetables of all kinds also grow to perfection, especially beans, peas, tomatoes, melons, and in fact all vegetables grown anywhere in the United States.

This is also a fine stock country; no long cold winters requiring lengthy feeding; pure water, and free ranges. The lumber from our mills is shipped to all parts of the world; our turpentine farms work the year round speak praise as nothing else can. With the two railroads now entering this section, with their terminals at this point, there will be no place in the country that will have any better shipping facilities, and upon the completion of the Panama Canal we will see the waters of the Atlantic and Pacific comingling, bringing to our shores the trade of ten thousand miles of the commerce of the world, pouring into our country a golden flood in exchange for the products of our own great and growing southern industries.

Another infant industry that will grow with the years is that of shipbuilding on this bay. Already many of the best launches on the Gulf coast have been turned out by our boat builders, while the many launches and smaller boats that are in daily use on these waters are all the product and designed by our own boat builders. There is no body of water anywhere that affords greater advantages for ship building in all its branches than does St Andrews Bay.

The coming great city of Southwest Florida is and must be Panama City. Situated midway between the historic town of Old St Andrews, and the energetic new lumber village of Millville, at the entrance to East Bay, and

exactly in front of the harbor entrance, on high land which is covered with a virgin growth of palms, oaks, magnolias, and pines, it possesses natural advantages that are not equalled at any other point hereabouts or in the state. Pure drinking water is also another great advantage possessed by Panama City.

St Andrews Bay is one of the grandest arms that projects from the Gulf, and has more than 400 miles of shore line, with water from 45 to 80 feet in depth, giving ample anchorage for the great navies of the world. The hurricane that caused such devastation last September at other harbors along this coast, and which done but little or no damage to shipping anchored here, demonstrated the great value of this bay as a harbor of refuge. On either side of the pass is a beautiful peninsula from two to four miles wide, covered with timber, protecting the inner bay from the storms of the Gulf.

It is very unlike many other harbors that are located at the mouth of some large river which carries down mud, sand, and drift, that continually fills the channel, rendering continuous dredging necessary. Here there is no silt, sand or filth being emptied into our lovely bay to fill the channel and mar its purity. The ebb and flow of the tide wipes clean the beach each day. A new record must be made with each rise and setting of the sun.

Panama City cannot but flourish and grow like a green bay tree and it is bound to become the greatest city of the Gulf. Mr G. M. West, with long experience in promoting, and building of railways and towns, and Mr R. L. McKenzie of the naval stores firm of Vickers & McKenzie, backed by ample capital, are the promoters of this city, and are accomplishing a herculean task in the development of this place, and the surrounding country. Many residences have already been built, industries started, streets cleaned, and other public improvements carried out, including the largest and best wharf on the bay, making ready for the arrival of the Atlanta & St Andrews Bay R. R., which is being rapidly constructed from Dotlan to this point, and for such other lines of railway as will eventually make this their terminus; for all railroads must and will have to have tide water terminals on this coast, and Panama City offers the best and only practicable terminal that gives the shortest and most direct line from the inland to the Gulf.

For pleasure and for health St Andrews Bay offers unparalleled advantages. The fishing here is not surpassed anywhere, and for years it has been visited each year by the great anglers of the southern country who angle for tarpon, channel bass, trout and other denizens of the deep, and their success is attested by their return each year.

If it be pleasure you wish, come to Panama City. If you are looking for a good investment of your money, come. Come any way, buy, build a home, and be one of us.

G. H. M.

While the subject of railroad building in West Florida is receiving more or less attention, it may be a matter of surprise to a great many people to learn that what will ultimately prove a very important road is now projecting from Choctawhatchee Bay north to connect with the L. & N. somewhere near DeFuniak.

The road will be built by the J. J. McCaskill Co., beginning at Freeport and taking a northern course through the company's timber lands for 27 miles until it strikes the L. & N. It will be built simply as a log road for the purpose of getting the timber to the company's saw mill at the head of Choctawhatchee Bay, but as some of our most important roads were built originally simply as log roads the significance of any enterprise of that kind now is apparent to everyone who knows the history of railroad construction in the south.

Work on the road will begin in the fall and it will be carried leisurely along, as the demands or the company for timber may determine, and will probable not be completed inside of three years.—*Pensacola Journal.*