

The Pensacola Journal DAILY WEEKLY SUNDAY Journal Publishing Company LOUIS K. MAYES, President. WAYNE THOMAS, Vice-President and Manager. HOWARD LEE MAYES, Secretary and Treasurer.

the Jacksonville bunch are not on their job; (17) that in spite of the claim of Jacksonville to superior wealth, so far the people of that city have been unable to take up the state fair bonds; that the only means they have for financing the centennial is through direct taxation and popular subscription; (18) that it will not be possible for Jacksonville to bond, without special act of legislature, which the law-makers of Florida would never stand for, as they have already passed legislation empowering this city to bond; (19) that Pensacola, at this present moment, has nearly one and a quarter million dollars at her command for the centennial, and therefore this would not only be the most logical place but the most economical place to hold the world's fair; (20) and that, furthermore, Pensacola relies upon the fairmindedness of the men of the commission, who do not represent private interests or certain municipalities, but the sentiment of the people of the state, which, after acknowledging that Pensacola has worked with unflinching determination and courage for what is hers by every right, will most assuredly not hand the centennial over to Jacksonville, on "the silver platter," of which the Jacksonville Metropolis has boasted.

PULL FOR PENSACOLA

Within the past ten days three important development projects have been launched, the sale of the G. F. and A., and its reorganization as the Gulf, Pensacola and Northern Railroad Company; the sale of the Gulf, Florida and Alabama railroad, and its reorganization as the Andalusia, Florida and Gulf Railroad; and the issuance of bonds in the sum of \$500,000 for the Gulf Ports Terminal Railway Company, with the backing of the Pensacola Chamber of Commerce.

Florida Press Opinion

Jacksonville and St. Augustine on the Centennial

St. Augustine Boasting for Jacksonville. St. Augustine people who visited the world's fairs at Chicago, St. Louis and San Francisco will appreciate what an exposition of this kind means to Florida. They will also appreciate the value of the proposed centennial exposition to St. Augustine if it is located in Jacksonville. Next to Jacksonville this city will profit most, as nearly all who visit Jacksonville will run over to see the Ancient City and in addition to this the overflow from Jacksonville will come here, this being the nearest city to the state metropolis. But St. Augustine will not be the only beneficiary, for the whole peninsula will be crowded with people who are attracted to Florida by the exposition. Many will tour the entire state while others will desire to remain at some resort after viewing the attractions at the big fair. West Florida will benefit as much as east Florida, as Jacksonville is a central distributing point for the entire state. However, if the exposition goes to Pensacola the east coast of Florida will receive very little benefit from it, as Alabama and Louisiana cities will take advantage of the opportunity to draw the crowds westward, Pensacola being just across the state line from Alabama. The exposition is for the purpose of drawing people to Florida and should be located in the heart of the state.

Pensacola is making a hard and determined fight for the world's fair and unless the counties of the east coast and central Florida rally to the support of Jacksonville there is a strong probability that Pensacola will land the big fair. Of all counties on the East Coast St. Johns is most vitally interested and should work shoulder to shoulder with Jacksonville. Volusia, Flagler, Brevard, St. Lucie, Palm Beach, Boward, Dade and all counties of the peninsula should give their loyal support to Jacksonville in order that the state may as a whole derive the full benefit from the exposition.

Tomorrow night a meeting will be held in the plaza for the purpose of stimulating interest in the exposition and pledging the support of St. Augustine to our neighbor to the north. It is essential that the meeting be well attended as evidence of our support of Jacksonville, therefore the people of this city are urged to sidetrack all other engagements for this occasion and be at the plaza at 8 o'clock to hear the addresses of the Jacksonville speakers.—St. Augustine Record.

When Will Jacksonville Do All This? Jacksonville will offer the centennial commission a definite, concrete proposition. Jacksonville will offer the commission a pledge to present the exposition on a scale of true magnificence. Jacksonville will go after the exposition with the true Jacksonville spirit, the city solidly behind the movement, the council and the board of county commissioners pledged to aid it in every possible way toward success.

Jacksonville wants this exposition. Florida wants Jacksonville to have it. Jacksonville is in a position to present such an exposition fittingly and properly. Florida realized this fully and is standing back of Jacksonville's efforts in this direction. Jacksonville is a cosmopolitan city, modern in every respect, well prepared to handle an event of such size and character. Jacksonville is the Gateway to Florida. Pensacola is far removed from the center of population in the state, is inaccessible to the majority of Florida and is on the very borders of Alabama. In fact, Pensacola is so closely allied to Alabama interests and enterprises that until a very short time ago, when the centennial effort became paramount in that city, there was a well defined and more or less concerted movement in that section of the state to annex West Florida to Alabama.

Jacksonville can and will, if given the opportunity, present a real, befitting, creditable exposition that will be fittingly Floridian in character. Jacksonville pledges herself to do this. And Jacksonville will not fail.—Jacksonville Metropolis.

Can Do Big Things in Big Way. On Monday the Florida Purchase Centennial Commission will meet in Tallahassee to decide whether Jacksonville or Pensacola will be the site of the world's fair for the holding of which the last legislature liberally appropriated. If Pensacola loses she will win. And the chances are she will lose. Pensacola by her active campaign has given herself much favorable advertising. She has shown that she can be a formidable candidate. She has given Jacksonville and the peninsula portion of Florida the scare of their lives. West Florida has shown that it has some energy, that it is awake and that it can do big things in a big way. Pensacola is ambitious and that is always admirable. Pensacola thinks she can handle the centennial; of course she can't but she has made herself believe she can. All of the energy and money that Pensacola has put forth to land the exposition has been well spent and she should have no regret at losing this particular show.

On the other hand, if Pensacola should win, she would lose, because to make an utter failure of a thing—especially the entertaining of visitors within your gates—does a town untold damage. So Pensacola, in truth, wins if she loses.—St. Augustine Record.



Each of these movements is of great importance to the development of Pensacola and West Florida, and clearly indicate that it is a question of months rather than years, when West Florida will have railroad facilities which will compare favorably with those of any section of the state, and which will open up territory as yet practically undeveloped.

There are at this time approximately 5,000 miles of railway in Florida. On every ton of freight destined for Pensacola and all other Florida points, originating west of the Mississippi, south of Memphis, transportation charges for 44 miles of unnecessary rail haul are now paid. This fact was clearly brought out at the meeting of the Chamber of Commerce on Wednesday afternoon, when President McLaughlin, of the Gulf Ports Terminal Railway Company appeared before the commercial body outlining a proposition for issuing bonds, to make the completion of this railroad a certainty.

It was pointed out at this meeting that if the citizens of Pensacola back the Gulf Ports Terminals Railway Company, to the extent of becoming partners in the undertaking, through the purchase of bonds, the sixty miles of railway may be kept as an independent line, to be operated in the interest of Pensacola, eventually bringing four new lines to this port.

Pensacola should give to every legitimate railroad enterprise at this time the combined backing of its citizens. With the Louisville and Nashville, the Gulf, Pensacola and Northern, the Gulf Ports Terminals, and the line just bought by Mobile interests, known as the Andalusia, Florida and Gulf, which will act as a feeder to this port, Pensacola and West Florida would have rail facilities which, together with the terminals in operation and contemplated, would place this port in the very front rank.

Many railroads have been projected in Pensacola in the past, and have been sunk in oblivion, swallowed up by private interests. This may in a measure be explained by the fact that in the past Pensacola had to go out in search of capital—today capital is setting steadily towards this port, looking for opportunity for investment.

It is not too much to say that outside the port of New Orleans, which now ranks second only to New York, Pensacola is the most important port in the south. Had Pensacola had these railroad facilities one year ago, it is possible this port might have rivaled New Orleans.

New Orleans does not compare with this port in its natural advantages. Situated 110 miles from the mouth of the Mississippi river, a ship that cargoes there is 24 hours from the open sea. Pensacola, situated on a harbor which is the widest and deepest and best land-locked in the south, and nearer than any other port to the Panama canal, offers opportunities that no other port in the country possesses.

Situated as we are on the open sea, and contiguous to the rich territory of Alabama and Tennessee, with their valuable coal and steel, we present to the world a site unequalled not only for export and import, but as a location for manufacturing interests.

The growth of Pensacola has not been spectacular. But it has been sound and its progress has been because of what it has had to offer to investors, rather than for its exploitation by promoters. The concentration at this port of various development enterprises is merely recognition of the fact that the port of Pensacola is necessary to the development of the trade of the United States. It is natural, then, that at this time railroad interests should look to this port as an outlet.

The tide of world trade has turned. Today the United States is looking to the ports of the south, particularly to the ports of the Gulf, for important trade routes. This is not through any boom or boosting or fictitious values, but because the United States is looking to the ports of the south, particularly to the ports of the Gulf, for important trade routes. This is not through any boom or boosting or fictitious values, but because the United States is looking to the ports of the south, particularly to the ports of the Gulf, for important trade routes.

Walt Mason's Daily Poem

MAIDENS FAIR

In old time books the damsels swooned whenever they had occasion; and when with loving knights they swooned, it was with shy evasion. They were such coy and modest things, as hoar romance discloses, that if you spoke of wedding rings they'd blush to beat the roses. They languished in their virgin bowers, embroidering, crocheting, or spent the long and luscious hours the spinet softly playing. They all were known as "females" then, the maid and wife and widdy; and when girls looked on bearded men, it made them pale and giddy. But times have changed; no more we meet the girls of Scott and Cooper; but in the modern tale we meet the woman known as "super." She doesn't care a picayune for dillimer or needle; you couldn't coax this girl to swoon, no odds how much you wheedle. To her the old time arts are vain, and old traditions phoney; she goes up in a monoplane, or rides a bucking pony. She's struck our fiction with a rush, and when a yarn is finished, it is the bearded men who blush and hide their heads diminished. I know it's treason, if not rot, but, tired of women "super," I long for blushing belles of Scott, and swooning girls of Cooper.—Copyright by George Matthew Adams.

THE CHEERFUL CHERUB

When I am feeling happy now So very quiet I must keep Or I'll recall my woe again — It feels like when my foot's asleep.

Were They Dogfish?

Ernest had a day off, and when he returned to the shop the following morning his friends wanted to know why he looked so disgruntled. "Everything went wrong!" he grumbled. "How was that?" one asked. "Ever go fishing with a girl?" "Once."

Suspicious.

Patience—You know how he just cried for joy. Why, tears were running down his cheeks and down mine, too.

Compensation.

"Food is very high." "Cheer up That engagement ring your husband gave you ten years ago has doubled in value.—Louisville Courier-Journal.

Proper Way.

"How did Jims do with his new broom factory?" "It is sweeping everything before it."—Baltimore American.

Odd Items From everywhere.

New freight cars are being placed in service by the railroad administration at the rate of 834 a day. Fifty years ago Enoch Thompson left his home in Taylor, Penn., to go to Stafford, Kansas. He was interested at the time in Miss Anna Smiley, of Taylor, but he did not see her again until this summer, when he visited his old home. The two have just been married in Kansas City. At the Grand Army encampment at Columbus there was a meeting of two Ohio born brothers, soldiers of the civil war, who had not seen each other for 49 years.

WEATHER AND CROP REPORT MADE PUBLIC

Grape Fruit is Beginning to Move—Harvest Conditions Good.

The weather and crop report for the week ending October 21, shows the rainfall to be less than normal at this time of the year. Harvesting conditions are good as a consequence but all crops are beginning to need moisture. The grape fruit crop will be good and in some instances shipments have commenced. The report for the week follows: Temperature: The temperature averaged from 3 degrees to 7 degrees above the seasonal, the maximum, be-

WORLD WAR CUSHING STATION HEADLINE HISTORY

(Clip and paste this in your scrap book) Copyright 1919, New Era Features. WHAT HAPPENED OCT. 24:

1914 Germans fight way across Yser Canal near Dixmude; Allies repulse attacks at Neuport; French warship bombards Ostend—Russian armies operate beyond the Vistula; retreat; German reported withdrawn to Skiermiewice 41 miles from Warsaw.

1915 Bulgars take Uskub completely isolating the main Serbian army—Austro-Germans cross the Danube near the Rumanian frontier—Arrest German Lieutenant in New York with explosives to blow up ships leaving New York.

1916 Von Mackensen's success in Rumania continued; invading forces take

two more towns and 6,760 prisoners, retreating forces in confusion.

1917 French consolidate gains on Aisne front—Germans break Italian lines; attack successful on Bainsizza Plateau, at Tolmino and Flitsch, beginning big counter-drive into Italy.

1918 Americans advance on both side of the Meuse; gain one kilometer on 3 kilometer front despite desperate resistance—British again push forward; Germans forced back on whole front between the Sambre and the Scheldt; tighten their grip on Valenciennes—Ex-President Roosevelt assails President Wilson's 14 points in telegram to Senator Lodge.

ing well above 90 degrees on several days, rivaling previous October records. Precipitation: The week's rain was much less than the normal, except locally over small areas in the several divisions, where it was sufficient for all requirements. As a rule rain is needed over all divisions, especially on high lands, where cane would be benefited very much. Quite a number of stations received no rain during the week. The greatest amounts fell on the southeast coast. The following totals are noted: Ft. Lauderdale, 3.8; Miami, 2.8; Davie, 3.4; Ocala, 3.8; Oxford, 1.6; Pinellas Park, 1.1, and Titusville, 1.4 inches.

TODAY IN HISTORY

The French penetrated the German lines



Three years ago today, October 24, 1916, the French penetrated the German lines at Verdun, and won back the fort and village of Douaumont. Find another prisoner. Answer to yesterday's puzzle: Right side down, eye at left hand.