THE OCALA BANNER

Your flag and my flag, and how it flies today;
In your land and my land and half the world away;
Rose red and blood red its stripes forever gleam;
Snow white and soul white, the good forefathers' dream;
Sky blue and true blue, with stars that gleam aright;
The gloried guidon of the day, a shelter through the night.

Your flag and my flag, and oh, how much it holds!
Your land and my land secure within its folds;
Your heart and my heart beat quicker at the sight;
Sun-kissed and wind-tossed, the red and blue and white;
The one flag, the great flag, the flag for me and you;
Glorified all else beside, the red and white and blue.

FRANK HARRIS, Editor
P. V. Leavengood, Business Manager

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FRIDAY, NOVEMBER 26, 1909

The Brownsville affair will not down.

Less than four weeks till congress convenes. But let's not talk about it until after Thanksgiving.

The United States government will soon land a body of marines at Nicaragua. The dignity of Uncle Sam must be preserved.

The Times-Union and the Gainesville Sun recently contained a whole page advertisement of our fair and some of our progressive firms.

Suffragettes, imprisoned in London and whose clothes were taken from them, refuse to don prison stripes, and so go unadorned.

Mixing commerce with religiou does not seem exactly right to "old timers," but traveling evangelism has now gotten to be an occupation.

Rev. Len G. Broughton is stirring up things in Tampa. When he gets through with it even the "Holy Rollers" will say that it is a good place.

Albert Williamson, in his newspaper, the Floridian, printed in Jacksonville, in his issue of Saturday gives Governor Broward an awful "roast."

A Missouri farmer went out into his yard the other morning and picked up 46 wild ducks that had been killed by lightning while flying over his house.

It is now believed that the Astor yacht is safe at San Juan. Hearing no tidings from him the gravest alarm was aroused throughout the country.

Claude L'Engle, as a candidate for United States senator, fails to awaken the least bit of enthusiasm. Claude's place is astride the editorial tripod.

The last issue of the National Monthly gives a picture of Governor Jennings of Florida, Judge Parker and Mr. Bryan, and calls it "A Noted Democratic Trio."

Thus chirps the Rome Tribune Herald: "There are 15 cities in the world with more than 1,000,000 inhabitants, not including Atlanta."—Atlanta Journal.

A New Jersey bookkeeper shot out both his eyes because he was short in his accounts—a literal example of the human ostrich.—Atlanta Journal.

Of the three hundred and ten men entombed in the St. Paul mine, only twenty were rescued alive. No hopes are now entertained that any more are alive. It was an awful catastrophe.

This paper began the week by taking in ten dollars on weekly subscriptions. The "oldest paper in Florida" continues to increase in popularity. "We can't do without it" is the popular cry.

Timber Cruiser R. E. Huffman of the United States general land office, has returned from an official visit to Ocala, Sanford and other points.—Gainesville Sun.

An exchange remarks that if the Florida editor is right in claiming that his state was the original garden of Eden, he must show that what Eve gave Adam to eat was not an apple, but a pineapple.

In the building of inland cities we are actually volunteered the information that deserts, like the Sahara, are avoided, and strategic points—places where ores are discovered and trees and crops grow—are selected. It is fortunate that the f. k. is merciful.

WATER VS. RAILWAY TRANSPORTATION

"We again reiterate that all the great and prosperous cities of the world are on nature's highways."—Ocala Evening Star.

What the Star says is largely true. Why is it true? Because the world is very old and railway traffic is very new.

Empires have arisen and fallen, dynasties one after another have disappeared, yet throughout the slow processes of the ages that marked the rise and fall of those civilizations no mode of commerce was thought of except that made possible by packs on the backs of domestic animals and the crude sea and river crafts.

So in the founding of cities maritime traffic was alone considered.

As new as this country is, it was so here.

The editor of the Star seems to think that it is impossible even now to build anything like a great city remote from water transportation, and asks this paper to cite a single instance.

Well, so as not to grow tedious, we shall begin at A, and shall ask, what is the matter with Atlanta? It is not located on the seacoast nor on any navigable lake nor river, yet it is the largest and fastest growing city in Georgia.

Well, let's proceed on to B. What's the matter with Birmingham, Ala.? It has long since left Mobile in the lurch.

What has been made possible in Georgia and Alabama can be made possible in Florida, and every other state in the Union.

Bt it remembered, too, that those cities have grown in spite of the inequalities in freight rates. Had they been put on the same footing with the seaport cities they would have shown still more rapid and marvelous development.

Railway traffic is something new in the world's history. It had its beginning within the memory of men yet living. New as it is, it has already shorn our river traffic of its ancient glory.

Our railway traffic is expanding every day. Everything connected with our railroads is growing bigger. Compare the size of the locomotives today with those of a few years ago. Compare the weight of the rails. Our railway development, indeed, we again repeat, is the most marvelous thing in the world's history.

It is the railway, more than the water traffic, that is accelerating the growth of our great cities.

The east coast of Florida was nothing until the Florida East Coast railway was constructed along its shores.

Tampa struggled along for fifty years or more and amounted to very little until it became a railway terminal.

The editor of the Star seems to have misunderstood and misinterpreted our article altogether. It was not intended as an eulogy on Mr. James J. Hill. In citing the rapid and tremendous growth of St. Paul and Minneapolis our purpose was simply to show the possibilities of building up great cities by proper railway legislation and management.

The Star, whether so intended or not, concedes this much. It says:

"Then, too, Editor Harris will remember that James J. Hill, great and powerful as he is in the railroad world, and much as he has done for the benefit of farmers along his line to promote their interests in growing wheat, his motive was not purely philanthropic, but largely selfish (freights for his road). Again, Mr. Hill's is not the only railroad centering in the Twin Cities. There are half a dozen equally powerful, namely: The Norhtern Pacific, the Milwaukee & St. Paul, the Canadian Pacific and a number of lesser lines, but all important factors in the transportation facilities of that great northwest and all rivals for it, whose tonnage in wheat, cattle and lumber, etc., makes the commerce and transportation commodities of Florida look like 30 cents in comparison.

"St. Paul and Minneapolis would be great cities despite of any one man, because nature endowed that great section with a fertility and productiveness that was bound to create cities and has shared in that endowment."

Of course the editor of this paper is aware that the railroads are not in business for their health. They are not posing as philanthropists. To be a little slangy, they are after the "long green."

Nature has endowed other sections besides St. Paul and Minneapolis with a fertility of soil and treasures underneath the soil that make a large tonnage possible. To say nothing of our fruits and vegetables, see our lumber, turpentine and phosphate interests. Don't look like 30 cents to us!

Why, the farmers of Georgia, for cotton alone, we are told, have in bank this year the tremendous sum of one hundred and seventy-nine million dollars.

The south is just beginning on its career of a marvelous prosperity. In a little while Texas will have a population of ten millions. Florida, with her soft, salubrious climate, and a soil peculiarly adapted for the growth of fruits and vegetables that mature at a season of the year that gives her little competition, will get her share of population.

The history of Atlanta and Birmingham, having shown that it is possible to build great cities remote from water transportation, if the railway managements will act with wisdom, and place the interior cities on an equality with the seaport cities, great cities in the interior will be built up and all the incoming and outgoing frieghts will pass through a single hopper, and that hopper will belong to the railroads.

Not to foster the growth of the interior cities the railroads will be standing in their own light!

MAN'S CONQUEST OF THE FORCES OF NATURE

Whenever the editor of the Banner can improve on nature then will the interior cities of the state have some showing with the seaports, and never until then.—Ocala Evening Star.

Nature and nature's God created the world and the fullness thereof. Man was given dominion over it, and it was left for him to fashion the raw material, which was supplied to him in abundance, into shape.

A panoramic view of the world—showing how it looked when it was first created and how it looks today—would show how well man has succeeded in his wonderful mission.

After the fall, when he was driven from the garden of Eden, and was made to "earn his bread by the sweat of his face," man was but little removed from the lower animals. He lived in caves and clothed himself in the skins of wild beasts. But he could stand erect. No other animal could do that. He had another advantage over all other created things. He was supplied with four fingers and a thumb. No other animal was so favored. In wielding a club and hurling a stone this gave him an immense advantage. Without the thumb man could never have attained his present superiority, because without it, it would have been impossible for him to have fashioned the raw material into the finished product.

Man's first mode of locomotion was his feet. Nature failed to provide him with wings. This was fortunate, for if nature had done so man would have been only a cherub and his achievements would have been nil.

When man first ventured forth over mountains and the desert wastes, or through the pathless woods, a day's journey was reckoned on the tips of his fingers, but now mile posts are counted as mere minutes on the dial.

In the way of travel has man made no improvement on nature?

Man's first effort to accelerate his speed was in conquering the ox and the ass, and making of them beasts of burden. It was his beginning in the annihilation of space. That this was regarded as no mean accomplishment is emphasized by the fact that Christ made his triumphal entry into Jerusalem astride an ass.

The next great step in this direction was his conquest of the horse. Note, if you please, how the horse has figured in history. How he has sniffed the smoke of battle; how he has delighted thousands in the chariot races; how today the race track is the center of attraction for thousands.

In man's conquest of the forces of nature the horse has enabled him to quicken his speed.

When man saw that a log would float on the water, he instantly became master of the seas.

The distance between the dug-out and the Lusitania is long and tedious, but the thought behind the one led up to the other.

If man had been content to have remained where nature placed him, the seas would not have been as a trodden pathway in contributing to his necessities and his pleasures.

Everywhere and on all sides man has made the forces of nature supply his wants and respond to his desires.

He felled the forests and fashioned the trees into beautiful homes; he chiseled the rugged rocks into sublime shapes; he has made a whispering gallery of the winds.

Impatient of speed he has tunneled under rivers and under mountains; harnessed with steam, and hurrying along on ribs of steel, he has made the "iron horse" a familiar figure, even in remote hamlets.

The automobile and the flying machine are the latest appliances with which man is trying to improve on the "slow going" pedestals that nature gave him.

Man's restlessness and desire unfits him to rest idly and contentedly in the lap of nature like a babe, and his perfection of the locomotive engine and his efforts to navigate the air are samples of his achievements in bridling the forces of nature and making them do his bidding the same as the ass and the ox.

So with these accomplishments and achievements, why should we in the interior be held down by ancient traditions? Why should we be told that because nature has not done so and so for us that we must hold our peace and not create a disturbance.

That notwithstanding the invention of the locomotive engine, the automobile and the flying machine, that we must hold to sacred traditions and be bound by the water rates that were in force when Syracuse and Carthage dominated and controlled the maritime traffic of the world.

The Thanksgiving proclamation of the people of Sanford by the Herald was the neatest thing in that line that we have seen.

WATER VS. RAILWAY RATES

The steamship lines antedated the railway lines, and of course traffic rates were first established by the steamship companies. (In using the word steamships we include all the lesser water crafts.)

When the railways came into existence as a rule they were built between already growing cities which, almost without exception, were along the seacoast, lakes and rivers, because cities cannot be maintained without some sort of transportation facilities.

When the railways were established and extended, they voluntarily undertook to compete with steamship rates, which were already fixed. They were of necessity forced to do this in order to get a share of the freight business, for the reason that business is not a sentimental, but a cold-blooded, proposition.

Now, then, if the railroads, in their infancy, could compete with steamship lines, and manage to earn a reasonable profit therefrom, it stands to reason that with increased efficiency they can do so now. If, in a word, the railroads can convey a given amount of freight for a given distance at a given rate between seaport and river cities, it stands to reason that they can convey the same amount of freight for the same given distance and for the same rate between cities remote from bodies of water.

To figure this out does not require a knowledge of trigonometry, calculus or any of the higher mathematics. It is a simple sum in simple arithmetic.

These premises being true, the conclusion is self-evident that if the railroads will foster and encourage the efforts to build cities in the interior they will largely multiply their business and reap the full rewards thereof. They will not be forced to divide their profits with any steamship line.

The incoming and outgoing freights from Atlanta are much larger than the freights coming in and going out from Savannah, while in Savannah the profits are divided with the steamship companies, and the profits made on the rates to and from Atlanta belong exclusively to the railroads.

Birmingham tells the same story, and so will every inland point that develops into a great city.

The conclusion is self-evident. It is obliged to be so.

This paper is not unfriendly to the railroads. It recognizes the fact that they are the great arteries of trade, traffic and travel of the present and the future. They have done their full share in the advancement of civilization. More than any other one factor they have been the largest contributor to the progress and development of our country. This paper said on the occasion at one of the meetings of the National Press Association that it believed that if they had been instituted earlier in the history of the country, the editors of the south, mingling with the editors of the north, and the editors of the north, mingling with the editors of the south, that the civil war would have been averted, but "too much government" has broken up this important organization.

This paper was brought up in the old school, which taught that "competition is the life of trade." It believes it to be a safe business maxim. It does not believe that the state should do that which it forbids individuals and corporations from doing. If it is a wrong for individuals and corporations to combine and merge their interests, it believes that it is a wrong for the state to step in and do it for them. It believes that the field should be left wide open for competition—the widest possible. If this were the case it believes that the interior cities would fare better than they are now doing.

This paper believes that we are afflicted with too much government.

A large quantity of poison was sent to army officers at Vienne, recently promoted to be captains, in the shape of pills. One of the officers died from the effects of one of the pills. An analysis of them showed that they contained a large quantity of cyanide of potassium, a deadly poison. Consternation followed the result of the analysis.

Col. John Jacob Astor's yacht, Nourmahal, which was supposed to have been lost in last week's storm, has been reported safely anchored in the harbor at San Juan. Col. Astor's friends and the country in general will be much relieved at this good news.

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