

The Pensacola Journal

DAILY. WEEKLY. SUNDAY.
PUBLISHED EVERY MORNING EXCEPT MONDAY

—BY—
THE JOURNAL COMPANY.

FRANK L. MAYES, President and General Manager

MEMBER THE ASSOCIATED PRESS.

SUBSCRIPTION RATES

One Year \$5 00	One Month 45
Six Months 2 50	One Week 10
Three Months 1 25	Weekly Edition, per year. \$1 00

The Only Pensacola Newspaper From Which a Detailed Circulation Statement Can Be Secured.

Offices—Journal Building, Entered as second-class matter at the postoffice at Pensacola, Florida, under Act of Congress, March 3, 1879.

Phones: Editorial Rooms, 38. Business Office, 1500.

FOREIGN ADVERTISING.

ROBERT MACQUOID—SPECIAL REPRESENTATIVE
OFFICES (New York—404 Tribune Building, Chicago—B. F. Henriques, Manager, 1548 Marquette Building.)

PENSACOLA, FLORIDA, FRIDAY MORNING, NOVEMBER 26, 1909.

All's well that digests well.

The next station for this train is Christmas Shopping.

The 50-pound turkey and the six-foot mince pie did not lay the president and his family to rest.

Turkeys may have been scarce and high, but most Pensacola people got a bite of the bird, so far as we can hear.

It is well to commence about this time on the first rough draft of your New Year's resolutions. It will take you longer to formulate a good one than it will to break any quantity of them.

Uncle Joe says his Thanksgiving, and likewise his Christmas, consists of a turkey, a plum pudding, a cigar, a sound nap, and a willingness to forgive all the mean things people ever said about him. As might have been expected, the stomach of the speaker, like his hide, is pretty tough!

Strangely enough, not a Congressman has thus far been found to say the National Farmers' Congress erred in declaring that 10 cents a mile was too much for a federal lawmaker riding to and from Washington. Possibly they realize, as does every person familiar with the ordinary sufficient outlays for traveling expenses in this country, that the 10-cent mileage cannot possibly be defended, especially by such Congressmen as permit the railroads to tote them gratuitously to Washington and back.

No state in the union of the same population as Florida supports three such great morning dailies as the Times-Union, the Tampa Tribune and the Pensacola Journal—Gainesville Sun.

The editor of the Sun will please be so good as to consider himself in receipt of the profound thanks of the editor of The Journal, who fraternally assures him that any editorial brethren who think it is a Thanksgiving pudding to shift your sheet from seven columns to eight of a single night should try it and be convinced to the contrary.

Baltimore has been growing more and more progressive ever since that fire made her rebuild. She is to have a new municipal body that will be known as the board of nuisances. This board will chase rats, cockroaches, fleas, bad odors, yellow dogs and other undesirable conditions out of the city, so far as possible, and all this is to be done without bluecoat cooperation. Too bad the nuisance board could not have existed back in those unwholesome days before the fire, when sewerless Baltimore deserved—and generally received—the name of being the dirtiest city in the world except Cologne.

And now, on top of all this country's other November troubles, there comes the warning of an impending coal famine. Reports from the Lehigh and Lackawanna country of Pennsylvania are to the effect that the total output for this month and next cannot possibly be moved on account of the shortage of cars on the Reading and also on other roads that are in the coal-mining business. There is some shortage of cars all over the United States, as everyone must admit, but we are not willing on this report of a coal famine alone to exonerate the coal barons from the charge of boosting the price of black diamonds just when another severe winter, like unto that of the coal strike winter of 1902-3, is predicted for the Northern and Northwestern states. There was no car shortage seven years ago, when George F. Baer and his greedy associates tied up the fires of the country by refusing even the most reasonable demands of the miners. It will require stronger evidence than any so far adduced to convince us that it is a lack of cars pure and simple which must be blamed for high fuel this winter.

Finley's Wise Words To the Farmers.

President William W. Finley of the Southern, one of the most clear-sighted and practical railroad executives the country contains, does not accept the theory of some high railroad officials that the proper sphere of a railroad president is the routine job of sitting down at a rolitop desk seven hours a day to receive reports, endorse checks and dictate letters. Mr. Finley, ever since he succeeded to his present influential post upon the tragic death of President Spencer in the Terra Cotta wreck, has spent much time going about the territory through which his road operates, meeting the people dependent on his lines for transportation, talking over local conditions as they appeal to business men, and making informal addresses at important cities that lie along the Southern system.

The other day at Salisbury, N. C., a lively little town on the main line of the Southern just after you leave Greensboro and not far before you pull into Charlotte, Mr. Finley, addressing a mass meeting of citizens, said:

"We may well look forward to a time in the not far distant future when the world will call on the American cotton planters for 20,000,000 bales every year."

"In viewing the figures, it is not to be wondered that those responsible for the management of the railroads of the South, seeing the agricultural advance going hand in hand with the industrial development, should have faith in their territory and should be striving to the utmost to increase the carrying capacity of their lines, so as to be able to properly handle the increase in traffic which is sure to come."

Mr. Finley did not counsel the growing of cotton to the exclusion of other crops, but he suggested that an increased production will be needed to keep pace with the incessantly quickening demand for the great staple of the Southern states. He shrewdly observed that the boys will not be so ready to quit the certain profit of the farm for the problematical chances of the city when they become imbued with the realization that, after all, the life in the country is the lucrative life as well as the normal and healthful life. He predicted that another year of 15-cent cotton, if there should be one, would be the means of effectually stemming the tide of emigration cityward for at least three years.

Short Fight For Me, Says Governor Brown.

Once again "Little Joe" Brown is sensible. He says he hopes that the next gubernatorial campaign in Georgia will not run over six weeks. That is eminently a safe and sane suggestion. The last campaign for the nomination for a governorship in the Peachtree state ran nearer six months, and it came eventually to be the dirtiest, the meanest, the sourest, the most vitriolic and vituperative race for high office that ever was waged in a Southern state. It was a disgrace to Georgia.

With Gov. Brown a candidate to succeed himself in the state house at Atlanta and former Gov. Hoke Smith, between whom and the governor there is, as everybody knows, not a particle of love lost, fighting over again the bitter battle of 1908, there will, we mistrust, be mud-slinging enough and to spare in the six short weeks the governor suggests.

On the result, they presume over in Georgia, hinges a United States senatorship. Gov. Brown has no consuming wish to go to the higher branch at Washington, but Hoke Smith has long had the senate in his ambition's eye. If he should win out this time that lifelong senatorial yearning would soon enough leap to life again. For this reason, as well as for his cordial personal dislike of Gov. Brown, that official's predecessor will wage the best

fight of which he is capable, and the natural sequence will be some more hot politics in Georgia.

One thing, at least, is certain. The governor, who was nominated last year without a speech, will do no talking. He knows, better than he ever knew before, the value of a shut-mouth campaign; and the opposing politicians and opposing newspapers that ridiculed his stubborn policy of silence in 1908 will be silent themselves when, as may fairly be anticipated, Gov. Brown sits quietly at home in Marietta and lets the element of his party which wants a spellbinder and wordtosser for their candidate pass ignominiously by his door.

Just at present Gov. Harmon is so busy cleaning out crooked, incompetent and superfluous commissions in Ohio that he finds little time to read these good opinions that Western men and Eastern men, Republicans as well as members of his own party, express concerning the Democratic governor of the Buckeye state. He is saving the state a great deal of money by his practical vigilance, and he has, incidentally, revealed a great mass of chicanery and rottenness on the part of Republican holdovers at Columbus which should prove a valuable asset to the governor when he runs again next November. It will be well, for the present at least, to keep your eyes on Harmon. The attorney-general of the Cleveland cabinet and president-receiver of the Cincinnati, Hamilton & Dayton road is one of the best governors Ohio ever had, and in other Western states his popularity is conspicuously growing.

During the past 20 years the number of men killed outright by accidents in mines has swollen to the appalling total of 30,000 odd, and this does not commence to tell the tale of men permanently maimed and crippled in mine fires and cave-ins. In other lands the number of mine fatalities, and likewise the number of severe mine accidents, is enormous, particularly in the mine regions of Germany, Sweden and Russia; but even cursory comparison of mortality and accident figures shows that this country is of all lands the most dangerous to the men who dig for their living in the bowels of the earth. Already this year a little more than 500 men have perished in American mines. It is high season that legislation was enacted to make this necessarily perilous occupation as little hazardous as possible. Illinois, the state which has within a fortnight furnished the worst mine horror of a generation, is on the right track. The special session of the legislature, which Gov. Deneen has called to meet in Springfield directly after the holidays, will put on the statute books a law making safety shafts compulsory. Other states which have no such law should follow Illinois.

"Hit by a car" is a headline altogether too common these days. It ought to be kept standing in every newspaper office which aims to print the news and at the same moment to save time on hurried nights. The reckless autoist is a problem pressing for solution all over the country, as much in Southern cities which receive many winter visitors as in Northern and Western states, where for years more attention has been paid to the building of good roads. We are glad that Police Commissioner Baker, who appears to be the most practical man that ever ruled in Mulberry street, has called a mass meeting in New York tant will, it is expected, memorialize the legislature to pass laws stiffening the penalty for reckless autoing. When a cold-blooded chauffeur ran over a little girl on Madison avenue one night early in the week and only stopped long enough to curse the child for hating his car, the indignation of the Gothamites was at length aroused. Out of this effort to discipline the men who long ago divorced themselves from all regard for the lives and limbs of other people some good is bound to come. A term at Sing Sing for a few wild autoists in the great city would have a salutary effect on the owners and operators of cars all over the country.

SAGE LEAVES.
1217 Davis St., Nov. 24.
The Tri-County fair is a thing of the past; and the great Barnum show has since shown that we had thousands of dollars left to burn! The triumphant success of the first affair of this kind at Pensacola has surely aroused interest in the exhibition which will insure a great event in 1910. I will suggest semi-annual "sessions," by the whole of West Florida, in future.

It must not be forgotten that typical Florida weather is essential to success—just such as our vice weather men secured, by application to the Washington department through the long distance telephone, for our opening display.

Let future dates be fixed when it will best suit the weather bureau to insure us fair weather. The location for the fair is an ideal one, but the double street car fare, to and from the city, makes telling friction which should be eliminated, if possible. When Prof. Allen took the band stand in the violin contest he opened

the "play" by rendering his little Juvenile speech:
"You'd scarce expect one of my age to play in public on the stage," etc. As it seems to be difficult to induce competitors on the fiddle strings while the professor holds out to play, I would suggest that he be requested to withdraw from the contest alternate years during lifetime. With a practice of some 70 to 80 years, day and night, his championship title reached back of the "Edison records."

A purer "drink law" is needed to insure a supply of that kind of apple cider which "our fathers used to make," when several barrels of fruit were used to make a barrel of juice. What would the Lehigh valley apple growers think of the Florida cider sold for their purest "brand?"

The transformation of our streets is making such a striking change in the appearance of Pensacola that visitors to the next fair may need guides to escort them about the golf metropol. The electric cars, gliding so smoothly over the new tracks, will be very misleading.

During the cold weather last week the closed street cars were highly appreciated, and we hope that they will be in general use during the cold weather of the winter months. The electric heating cars has made great comfort in the travel up North. Does the Florida line bar us from its realization here?

The recent death of Mr. R. A. Harrell in Louisiana calls for notice through my pen. He will be remembered as a farmer and trucker who marketed his products in Pensacola for many years. While operating the J. C. Pebley farm between Goulding and Brent, the family had a dread scourge of la grippe, when three of the children succumbed to the fatal malady. Every member of the large family was down for a while except "Russ" Harrell, who now works so faithfully at the electric car sheds.

From the Pebley place they moved to the farm now owned by Mr. Newell, a mile northwest of Brent.

A few years ago they moved to Harrison, Miss., from which place they migrated to Louisiana last spring where Mr. Harrell has ended his career on earth. His health had been bad for several years. He was a substantial citizen, a good farmer and a model neighbor, husband and father. We have not yet reached the average date for the first killing frost of autumn, but the cold mornings of last week gave vegetation a withering nip in many exposed situations. The damage was only local and could not be properly chronicled a killing freeze—reminding me of those straining infirmities, evasions and infections of the laws, without fairly inflicting a legal violation of the statutes.

It seems that we are now to have a growing sensation in a piney woods race track and new electric car line for Greater Pensacola.
THOS. MILLAN.

MILTON TO HAVE A NEW DEPOT

The Star has got it from a mighty good source that Milton is going to get a splendid depot building. It is to be what the railroad people call second-class, but will be strictly first-class in this part of the country. Such places as Montgomery, Birmingham, etc., get first-class depots, and Pensacola, probably, is entitled to one, but she hasn't got it yet. But, then, we are not worrying about Pensacola. If their depot suits them "Barkis is willing," we don't want it. Won't such little one-horse places as DeFuniak Springs, Marianna and Chipley turn green with envy though when their folks come riding by and view the magnificent proportions of our palatial station in comparison with their little dinky box-car depots. We know we are not yet quite out of the woods, but believe we are close enough to do a little building and just can't resist the opportunity.—Milton Star.

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BIG LAND DEAL DOWN IN TAMPA

FOURTEEN THOUSAND ACRES BOUGHT BY BAY LAND COMPANY, WHICH PAID MORE THAN QUARTER OF A MILLION FOR ITS NEW HOLDINGS.

Tampa, Nov. 25.—The largest real estate transaction in the history of Tampa was consummated when the Tampa Bay Land Company, an associate company of the Jacksonville Development company, came into possession of the Hollister holdings on the east side of Hillsboro bay, comprising in all 14,000 acres of suburban land. The consideration, it is understood, is over a quarter million dollars.

Last week Judge W. B. Owen, president of the Jacksonville Development company, was in the city quietly investigating these lands and this morning James A. Hollomon, of the Jacksonville Development company, who

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FUNERAL OF HEROES IN MINE DISASTER; BREAD LINE OF ORPHANS AT FOOD DEPOT



The authorities at the St. Paul Coal company's mine near Cherry, Ill., announced when they found it was necessary to flood the mine to extinguish the fire that weeks might elapse before all the bodies in the mine could be recovered. It is not believed that all of them ever will be brought to the surface. After the mine was flooded it was declared by experts that no life could still exist in the pit. More than 500 men and boys are known to be missing. The officials of the coal company and the local authorities have done all in their power to relieve the distress of the widows and orphans of the men who died in the mine. Nurses were sent to the scene as early as possible to care for the 1,000 or more orphans, and liberal supplies of food have been distributed, but this in nowise relieves the awful suspense of the poor women and children, who wait day and night around the burning shaft for some ray of hope from below. These excellent photographs show the funeral of some of the heroic men who lost their lives in trying to rescue their comrades and a line of little orphans waiting at the nurses' headquarters for food.

is also general manager of the Tampa Bay Land company, arrived here and with the company's engineer spent the forenoon on the property, after which he went into conference with Mr. Hollister and associates.

The enormity of this transaction can be appreciated when it is realized that the holdings embrace a four-mile frontage on the bay, and just across the bay, equal distance from the center of the city, quarter acre lots are now selling for \$1,000 and more, each. Two hard surfaced roads go directly through the property and it is understood the street car line will be extended. It is now within two miles.

Mr. Hollomon stated before leaving for Jacksonville that development work on a large scale would begin immediately.

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