NAPOLEON BONAPARTE BROWARD:
Candidate for Governor of Florida,

Autobiography, Platform, Letter
and
Short Story of the Steamer "Three Friends,"
And a Filibustering Trip to Cuba*

Part II — by Napoleon Bonaparte Broward

Jacksonville, Fla.,
July 28, 1894.

To the Editor of "The Times-Union:"

Shall Florida seaport towns have the trade that they are naturally entitled to? Shall the phosphate miners be permitted to be prosperous, or shall they suffer the same fate that the loggers have always fared? Shall the market for oranges always be limited to the seaport cities of the United States, where the freight rates are fixed by steam vessels, with the prices of oranges in Cincinnati, Chicago and other inland cities fixed by New York and Philadelphia prices, with the freight added from the last two cities to the former ones and with the freight rates to the inland and western cities double what it is to New York and Philadelphia?

In other words the railroads are compelled to carry oranges and other freights to New York at a reasonable rate, because of the competition of the steamship lines; but to Chicago and Cincinnati they charge as much freight from Florida as a ship will carry it to Philadelphia or New York for, and then ship it and pay the railroad freight to such inland cities.

The idea of being compelled to pay $.60 per box on oranges to Cincinnati, or in other words, pay $180 per carload to freight oranges, whereas, if we desire to purchase a horse in Chicago and have him shipped to Florida, we can procure a whole box car, ship in it the horse, bale of hay, sack of oats and a man to take care of him, all for $31, and all kinds of merchandise in the same proportion.

In reality, the effect of this business is to get nearly all the money that our oranges bring and, perchance, if they should bring any more, to offer every inducement to have us spend our money purchasing goods 1,200 miles from home, and then bring them to us cheaper than a wholesale merchant in any of our Florida towns can get them freighted fifty miles. With such an arrangement, can our orange growers or home merchants thrive? Such discrimination as this is ruinous.

RAILROAD COMBINE

Then two of our local railroads enter into an agreement with two outside railroads, which makes it impracticable for any other outside railroad to reduce the freight North or West. In other words, the FC & P RR and the JT & KW RR, two years ago entered into an agreement with the SF & W RR and the ETV & G Railway by which the two Florida roads above mentioned receive $24.00 per carload, or eight cents per box, on oranges, above their local rate from the two outside railroad companies above mentioned, and the two Florida roads, on their part, agreed that if any outside

*See "Behind the Scenes," inside front cover.
railroad should reduce the rate North or West on oranges they would put up the local rate so high on such shipments that it would force all oranges over the above named outside railroads. This blood money alone amounts to $400,000 per annum, or thereabouts.

DISCRIMINATION IN PHOSPHATE RATES

Abuses of the phosphate industry and discrimination against Florida's seaport towns are more marked still. Three years ago Florida hard rock phosphate was worth in London or Liverpool, from $24 to $27 per ton; pebble phosphate from $12 to $14 per ton. We had a Railroad Commission in Florida at that time, and the rate of freight per ton from Fort White Junction to Lake City, over the SF & W (a distance of eighteen to twenty miles) was fifty cents per ton. From Lake City to Jacksonville, sixty miles, the rate fixed by the Railroad Commission was 79 cents. Add the two together and the rate was $1.29 to Jacksonville, or about $1.40 to $1.50 to Fernandina. At the same time the railroad rate of freight per ton on the same phosphate from Fort White to Savannah was $1.70 per ton; to Brunswick, Georgia, about $1.60.

DISTANCE DOESN'T COUNT

See the difference of the above seaports. From Fort White to Jacksonville it is not more than eighty miles; from Fernandina to Fort White is about 100 miles; to Brunswick, Georgia, about 160 miles, and from Fort White to Savannah, Georgia, 216 miles. This was about as much discrimination as any people could be called upon to stand peaceably. But in two weeks from the time the Legislature, by a vote of 18 to 19, repealed the Railroad Commission Law, the freight from Fort White to Lake City, a distance of twenty miles, was increased to $2.00 per ton on phosphate rock, and $1.05 from there to Fernandina or Jacksonville, making freight from Fort White to Jacksonville, eighty miles, $3.05 per ton on phosphate, and to Fernandina, about 100 miles, $3.05. After the Railroad Commission Law was repealed the rate was fixed at $2.95 to Savannah, and about $2.77 to Brunswick, thereby giving Savannah, 216 miles distant, an advantage of ten cents per ton over Jacksonville, eighty miles distant, and the same over Fernandina, 100 miles distant, and gave Brunswick 25 or 30 cents advantage over Jacksonville or Fernandina, when the distance to Jacksonville was only one half as far and Fernandina a little over one half as far.

See the significance of even the rate before the Railroad Commission Law was repealed, which shows determination to discriminate against the Florida seaport towns. Savannah and Brunswick had a little the advantage of Fernandina and Jacksonville in trans-Atlantic freight because they had an established foreign trade, which caused ocean freight to be a little cheaper.

TO INJURE FLORIDA TOWNS

The railroads fixed the rate with a view to giving them the trade against the Florida towns. The price of hard rock phosphate has decreased in London and Liverpool from $24.00 per ton to $15.00 per ton; yet we pay $1.00 per ton more railroad freight now than then. We compel a phosphate miner to pay $60.00 per carload freight on phosphate rock, which is imperishable, to haul it eighty miles, while lumber is freighted over the same railroads from and to the same points for $15.00 per carload, and jetty rock to and from the same points for $15.00 and $20.00 per carload. It is the same game that has been played with such destructive effect on nearly all our loggers and sawmill men, orange growers and farmers. The motto appeared to be, "We (the railroads) will leave them enough margin to barely subsist on and we will take all the profits."

Today Florida seaport towns are being ruthlessly robbed of what they are legitimately entitled to, namely: the export shipments and coastwise shipments of Florida phosphate. If our phosphate miners are given reasonable rates they will shut out of the markets of the world nearly every phosphate competitor. Florida has already shut out Canada from shipping phosphates to Europe; she has Carolina selling at a loss of 13 cents per ton, and she is underselling France and Germany. By giving our miners a reasonable rate, Florida would practically support the markets of the world with phosphate, and the demand for phosphate is increasing rapidly. With reasonable treatment, in a few years Florida
should be shipping 2,000,000 tons per annum, valued at the seaport from which shipped abroad at $15,000,000.

MEANS MILLIONS

Let us see who is entitled to portions of this enormous amount of money.

First - The laborers in the mines would receive about $3.00 per ton, or six million dollars per annum; next, the railroads in Florida (and not in Georgia) and other inland transportation lines in Florida should receive about $1.50 per ton, or three millions of dollars, which equals $30.00 per carload, which is a very high rate of freight, when we consider that the haul will not average over 120 miles.

Second - Stevedores, warehouse men and laborers, 65 cents per ton, or $1,300,000.

Third - Pilots on our rivers and bars. At 2,000 tons each it would require 1,000 ships to carry this amount of rock. Pilot fees on each ship would average $100, making $100,000.

Fourth - Each of these ships would pay out to merchants for coal and other supplies at the port at which she loads $1,000, making $1,000,000.

Fifth - Tug boats and lighter men, $50 each vessel, or $50,000.

Now for the milk in the cocoanut. What transportation lines? What stevedores? What wharf owners? What tug boats? Georgia's or Florida's? I say Florida's, every time. Georgia is taking care of herself, be it said to her credit; but railroads that make their money in carrying the goods of Florida people, are helping Georgia at Florida's expense.

We have several splendid seaport towns with plenty of water to float ships to carry our products. There is Punta Gorda, Tampa, Pensacola, Sanford, Palatka, St. Augustine, Jacksonville and Fernandina, the latter a magnificent port. We should have a rate per mile fixed by law on phosphate, oranges, cattle, etc.

SOME LAWS SUGGESTED

I would suggest two statutes as follows:

First - That in no case shall the aggregate charge for freight be as great for a short haul in the State of Florida as for a long haul.

Second - That a rate for freight be fixed per mile, for this reason: Punta Gorda is nearer one phosphate center than any other shipping port. Tampa is nearer another, and the shipper is entitled to get his goods to the nearest and, naturally, the cheapest route to shipboard. Sanford is nearer to another phosphate center than any other point where water transportation may be had, and Palatka is nearer to another, and so on.

But some say that Sanford and Palatka are not seaport towns. Suppose a rate of freight is fixed per mile. Say Sanford is fifty miles from one phosphate center, and a rate of one cent per mile for one ton was arranged, which would be fifty cents per ton to Sanford; and the rate over the remaining distance by rail to Jacksonville or Fernandina or Mayport should be $1.00 per ton, and that the shipper can have phosphate taken down the river by lighter or tugboat to a seaport for $.75 per ton, (which could be done very easily, proportionally), and as cheaply from Palatka to seaport as from Sanford. Are they not entitled to these rights?

In the next place this would revive the old river business that made Sanford and Palatka and many other places along the grandest of all rivers, the St. Johns. The people along the river could sell wood to tugboats, and it would tend to make neighbors of our people. A few years ago wharf property was worth twice as much in Jacksonville as it is now, because the St. Johns River was being used for what it was made for, for moving freight, and was teeming with craft of all kinds.

WOULD REDUCE TAXES

If we wish our taxes to be reduced in Florida let us build up Florida values, by shipping our goods through Florida seaports and towns, and build up our own State by spending our money at home. If the people of Florida will give their trade to Florida seaports and towns, the property of Florida will so increase in value as to reduce the rate of taxation very materially.

The people of our country have the right to demand justice of the railroads of Florida. Why should the phosphate mine owners, who live in Jacksonville and own property there, be compelled to ship their phosphate through other seaport towns. There is at least one and one half million dollars of cash money invested in the phosphate
industry in Florida by Jacksonville people, yet the spectacle is presented to us of these men being compelled to move either to their mines, or to some seaport town outside of the State of Florida, to be able to attend to the shipping of their phosphate rock.

I don't blame the railroads for taking all they can get, and making the long haul every time, if the people will stand heedlessly by, with their mouth open, and be treated this way. I believe that nothing short of just and proper legislation will do us any good. A few of us tried to get such legislation at the hands of the last Legislature, but we were met by strong opposition from Jacksonville and other parts of Florida.

NAPOLEON B. BROWARD

FILIBUSTERING in FLORIDA

If the reader will glance at a map of North America he will see that the island of Cuba lies about one hundred miles south of the mainland of Florida. The Florida Keys consist of numberless small wooded islands, sandbars and reefs. These extend about one hundred and seventy-five miles, east and west, and about thirty-five miles north and south.

Here is the haven of the filibuster. Here, also, is the supposed home of the pirate Kidd and the burial place of his vast treasures; and it is said that more than one person has become enriched within the past ten years by digging up some of this hidden wealth. Many of these islands are inhabited by the English, who came from the Bahamas to engage in wrecking and gathering sponges. These people are commonly called Conchs, probably because they can be seen engaged in their work on the reefs by day, and at night they disappear as completely as do the conch fish in their shells. They are a sturdy, honest set of men, given to hospitality, and are ever ready to risk their lives in the rescue of shipwrecked humanity. The other keys are inhabited largely by Cubans and others of Spanish descent. Key West is one of these.

The city of Key West, beautifully located on the island bearing its name, is one of the most unique cities in the world. Its name is thought, by some, to imply its locality, being near the western part of the group of keys, but it does not so derive it. Its Spanish name is Cayo Hueso, meaning Bone Key, and this has been corrupted into Key West. As a matter of fact, Tortugas Island, one of the Florida Keys, is sixty miles west of that city. The population of Key West is largely Cuban, so is that of Tampa.

Many of the most respected businessmen in all parts of Florida are Cubans. These coming to this state left behind them vast estates on the island of Cuba, leaving there on account of the part they had taken in the Ten Years' War against Spain. This war was inspired by a desire for liberty and self-government, and against the oppression and corrupt rule of the officers sent from the mother country to govern the island. Defeated in the Ten Years' War, these people sought our shores, and here, in that part of America that is free, have breathed the air of freedom ever since, and becoming surcharged with that precious boon, have longed for the day when they could return to their native island, and, by the aid of the liberty loving people of the United States, set Cuba free. This has been their wish by day, and their prayer by night.

Is it any wonder, then, that the people of the United States, and especially those of Florida, having rebelled against a tyranny much less onerous than that now borne by the Cubans, should enlist our sympathies in her behalf? We, who have breathed the air of liberty for over a hundred years, could not do otherwise than say to these Cubans, in their present effort to throw off the Spanish yoke: "Godspeed." Our women pray for it; our men work, aye, fight for it. The Cuban armies are today recruited from hundreds of Americans drawn there by patriotism and by the love of adventure. But how to get to Cuba is the burning question with these heroes. Filibustering expeditions answer that question, and I dare say that not a month goes by but from one to five vessels find their way from free
NOW, THEREFORE, Reposing especial trust and confidence in the loyalty, patriotism, fidelity and prudence of the said W. B. Broward, I, WILLIAM S. JENNINGS, Governor of the State of Florida, under and by virtue of the authority vested in me by the Constitution and Laws of the said State,

DO HEREBY COMMISSION the said W. B. Broward, to be such Member of the State Board of Health, according to the Constitution and Laws of said State, for the term aforesaid, and in the Name of the People of the State of Florida, and to have, hold, and exercise the said office, and all the powers appertaining thereto, and to fulfill the duties thereof, and to receive the privileges and emoluments thereof in accordance with the requirements of law.

IN TESTIMONY WHEREOF, I do hereunto set my hand and cause to be affixed the Great Seal of the State at TALLAHASSEE, THE CAPITAL, this 10th day of June, A. D. 1901, and of the Independence of the United States, the one hundred and thirty-fifth year.

By the Governor. Attest:

Jno. L. Crawford
Secretary of State

N.B. Broward's certificate of commission; June 10, 1901.
America to tyranny beridden Cuba, each loaded with arms and men.

Their twenty odd years stay in Florida and associating with her people has attracted to them that warm esteem and love that pleasant association generally brings. Take into consideration their nearness to Cuba. All tend to stimulate the natural sympathy of a people struggling in a red-handed war to obtain what we already enjoy. It would, indeed, be surprising if Florida were not the home of the filibuster. The twenty odd years acquaintance with free institutions has increased Cuban love of liberty. The true patriots compare these to a vast garden of beautiful flowers covering all from the Atlantic to the Pacific Ocean, from the Great Lakes to the Gulf of Mexico. While enraptured for a moment with this, their thoughts revert to the country of their nativity, and what is going on there nerves them to desperation: their beloved island, appropriately named the Queen of the Antilles, should be the garden spot of the western hemisphere, but is tied to an old despotism whose laws crush out every laudable ambition of her people.

While I was building the steamer THREE FRIENDS these men, scores of them, their hearts burning with Patrick Henry's famous saying: "Give me liberty or give me death," came often to the shipyard and talked with me about their distressed country. They wanted my boat to carry them to Cuba. I assured them that I would think more of myself should I muster up courage to help them, and that I would, provided it could be done without violating the laws of my country. I have seen them leave these shores with desperation marking their every look, leaving behind them family and friends, leaving peace and plenty, to seek only the opportunity to offer their lives for the freedom of their native land.

Florida, on account of her proximity to Cuba, her vast seacoast, and the ease with which a vessel can slip out from any one of a hundred inlets, bays and rivers, eluding Uncle Sam's watchful warships, affords the best facilities for filibustering. Along her coasts come the innocent looking steamers, tugboats and other vessels apparently seeking a tow or salvage. Anon either the warships VESUVIUSE, WILMINGTON, or NASHVILLE and the revenue cutters BOUTWELL or COLFAX, ever on the lookout with baked fires, espies one of them, fires up and gives her chase. Perhaps she may overhaul her only to find a vessel engaged in peaceful industry. But the most innocent craft, when overhauled, may show a Quaker manifest, and yet, at the critical moment, either deliver the needful contraband to another vessel, or herself receive them and place them in safety on Cuban shores. It is not for me to say that this is done. But I do say this: With but few exceptions, the people of this country do not regard filibustering as any violation of law. According to Spain's claim, there is no war in Cuba. What then is there to prevent any one carrying cargoes to Cuba during a time of peace which might be declared contraband in a state of war? Our government, it seems to me, has taken a queer attitude on this question, and one which I think the people of this government condemn. Be that as it may, I hold that carrying arms and men to Cuba now is just as legitimate as carrying them from Jacksonville to Key West.

THE THREE FRIENDS

It has been suggested that I say a few words about my snug little steamer, the THREE FRIENDS, as her name has been more or less mixed up in this filibustering business during the past two years. As she has been dragged into the United States Court more than once, and so have I, charged with filibustering from Florida to Cuba, and as we are not yet out of the woods, of course the reader could hardly expect me to say what I have done on her as her captain, whether or not I have taken her to Cuba with arms, munitions and men, and so forth and so on. The attorneys in the United States Court, representing this government, did try to prove that I did take the THREE FRIENDS to Cuba on a filibustering expedition, but the witnesses who went on the stand to prove that fact found some difficulty in proving that the place where they said we landed in the night time was the island of Cuba, and the judge dismissed that case.

But I can, without violating any of the neutrality laws, say that the THREE FRIENDS is one of the trimmest little crafts that ever showed her heels to another,

(BROWARD, continued, page 40)