

## EDITORIAL NOTES

By J. D. WATSON

Naturally the President's message last week attracted the chief interest of the entire country, and the message was a disappointment to those who had expected him to rise to the occasion as a big man, and furnish a message that could be made a campaign issue by the Democrats next year.

The Republicans are pleased with the message, of course, because it gives them an issue against Wilson instead of giving the Democrats anything for Wilson, and already the Republicans are beginning to shoot holes in it.

The Republican papers are reminding the country of the fact that only a year ago the President dismissed with impatience the notion that there was any need of putting the country in a condition of military preparedness, while the keynote of his message was preparedness—the necessity for our arming and being ready to fight instead of “being too proud to fight.”

So while the President has flopped over to the side of preparedness, he has not gone far enough to suit some, yet he has gone too far to please the peace at any price followers of Mr. Bryan.

Mr. Wilson leaves Mr. Roosevelt the leader of those who believe in strong armament, and Mr. Bryan the leader of those who do not believe in war, while he has tried to steer a middle course in a stream full of suck holes.

*The President's programme for national defense as outlined in his message is, in brief, as follows:*

## THE ARMY.

The proposed increase in the regular army is from 5,023 officers and 102,985 enlisted men to 7,126 officers and 134,707 enlisted men. Total, 141,843.

The army is to be supplemented by a volunteer force of disciplined citizens, enlisted at the rate of 133,000 a year, to a total of 400,000.

These volunteers would be in actual training two months a year at intervals, would enlist for three years and then would be in reserve three years.

## THE NAVY.

The naval strength is to be expanded in the next five years by building 10 battleships, 6 battle cruisers, 10 scout cruisers, 50 destroyers, 15 fleet submarines, 85 coast submarines, 4 gunboats, 1 hospital ship, 2 ammunition ships, 2 fuel oil ships and 1 repair ship, a total increase of 186.

The new battleships are to be built at the rate of two a year.

The personnel is to be increased by 7,500 sail-

ors, 2,500 apprenticed seamen and 1,500 marines, a total increase of 11,500.

There will be 300 more cadets at the Naval Academy.

The navy by 1921 is to have 27 dreadnoughts, 6 battle cruisers, 25 battleships of the second class, 10 armored cruisers, 31 other cruisers, 108 destroyers and 175 submarines.

## THE REVENUE.

The cost of the special military and naval program for 1917—the first year—will be \$93,800,000.

The President suggests that this cost be met—First, by increasing the income tax.

Second, by new taxes—\$10,000,000 from 1 cent a gallon on gasoline; \$15,000,000 from 50 cents a horse power on motor vehicles and internal explosion engines; \$18,000,000 from a stamp duty on bank checks; \$10,000,000 from 25 cents a ton on pig iron, and \$10,000,000 from 25 cents a ton on iron and steel products.

One feature of the President's message that the Democrats rather he had left untouched just at this time is that of our finances.

The budget for the coming year, as estimated by Secretary McAdoo shows.

General fund balance, June 30, 1916... \$ 16,644,605.78  
Total estimated receipts, based on existing law ..... 603,500,000.00

680,144,605.78

Total estimated disbursements, including \$93,800,000 for preparedness and \$25,000,000 for the canal..... 837,951,000.00

Deficiency in general fund balance, June 30, 1917, under existing law... 177,806,394.22

Deduct for extension of the emergency revenue, \$82,000,000, and for continuing duty on sugar, \$45,000,000, for the year..... 127,000,000.00

Leaving a net deficiency in the general fund balance, June 30, 1917, of..... 60,806,394.22

Amount of additional revenue to be raised for the fiscal year 1917:

Deficiency in general fund balance as above ..\$50,806,394.22

Additional amount needed as working balance ..... 50,000,000.00

100,806,394.22

Add for supplemental, deficiency and claims estimates ..... 12,000,000.00

Total amount of additional revenue to be raised for fiscal year 1917... 112,806,394.22

Amount of additional revenue to be raised if the canal expenditures are financed from bonds both for the years 1916 and 1917..... 62,806,394.22

A deficit is never a good campaign asset, and the President calling the attention of the country to the fact that we must levy additional taxes to make ends meet, gives the Republicans a campaign issue from the start.

Already we must continue the \$100,000,000 war tax, which was to be only a temporary vehicle to carry us over this years troubles, and we must continue the tax on sugar, although sugar was soon to go on the free list.

On top of this, we must have more revenue, and to get it, it is proposed that the income tax be increased; gasoline be taxed one cent per gallon; fifty cents each on horse power on automobiles, and internal combustion machines; a two cent tax on checks; twenty-five cents a ton on pig iron and fifty cents a ton on fabricated iron and steel.

When you add to McAdoo's estimate the additional amount that Congress will throw away, you wonder what the final deficit will be, or what necessity will be taxed to bring in the money,—for the big interests will not see their rights any further encroached upon than is proposed by the additional income tax.

Hon. Champ Clark says that Col. Roosevelt will be the next Republican nominee for the Presidency because the young bucks of the Republican party are solidly for him.

It seems that the Speaker has been sounding out public sentiment in his lectures and speeches by mentioning the names of the different prospective nominees, and Roosevelt's name always brings cheers where the other names do not.

Whether Mr. Clark is right or not, Mr. Roosevelt will be a dangerous man to the Democrats, for there is something about Roosevelt that takes with the people.

He can be completely snowed under in one campaign, and come back like a rubber ball—just as he can make impulsive blunders that would ruin the public career of any other man, and the people do not hold it against him.

Then, too, his position toward the warring European nations is clear-cut and positive—he has not wobbled on the spindle and catered to both sides.

The American people admire a fighter, and Roosevelt is a fighter.

The Jeffersonian, \$1.00 per year; in Clubs of Ten, 50 cents.

## Additional Letters From the People

Mr. O. S. Lee, Atlanta, Ga.

Mr. Dear Sir: I am just in receipt of yours of 7 inst., and will say in reply that you can enter us now for a two-inch double column ad for the entire year of 1916, if I thoroughly understand your proposition, which is \$6.00 per month if we only run it twice a month. Let me hear from you, and if that is the proposition we will begin to get our wording ready for January. We are well pleased with results so far with our ad in The Jeffersonian this fall. The people certainly have implicit confidence in Mr. Watson and his paper. We really think that was the best investment that we have ever made for Sheats Stock Tonic Company when we started with your paper.

Our business is growing very rapidly and we can scarcely supply the demand.

SHEATS STOCK TONIC CO.

FROM AN ALABAMA PREACHER.

Dear Sir: I have been a constant reader of The Jeffersonian for nearly a year and have been in hearty accord with you on the question of Roman Catholicism. I followed you very closely in the Mary Phagan case, and I find that The Jeffersonian was the only paper which I read that

gave the facts in the case. I congratulate you upon your vindication in your recent trial and do earnestly and sincerely hope that you will have many years yet to continue your fight against the Church of Rome.

I consider you as one of the strongholds of the nation, a man who dares to speak the truth regardless of consequences. I feel safe in saying that a large percentage of the people of Alabama are with you.

Onward with the good work and may the influence of your work increase with the coming year.

Yours very truly,  
REV. W. M. ROBERTS.

FINDS BOOKS OF T. E. W. ARE HELPFUL.

Dear Sir: I congratulate you on your success thus far in the fight the little popes are making against you. How I wish I could see you stand upon the wreck of the whole crowd. I have found your books valuable in fighting popery. I took both your magazine and Jeffersonian, and it came irregularly and finally I lost sight of them. I want to take both if you still issue them as before; and it would delight my soul to see you lead the patriots of America to fight on till Rome's political power is destroyed.

The Protestants and Baptists of the South are blind as to the designs, influence and progress of Rome's plans to capture these United States for Rome. I wish you God-speed and great strength in your warfare.

God bless you.

Sincerely,

N. C. CHAS. G. THOMAS.

"He loved the birds—may they sing sweetly where he rests. He loved the trees and flowers—may the leaves whisper while he sleeps and the flowers bloom above his couch."

From "Uncle Remus is Dead," in Watson's Prose Miscellanies, second edition. Price \$1.00. THE JEFF. Thomson, Ga.

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## Hon. S. G. McLendon Champion for Level- ling of Freight Rates.

For a number of years Atlanta, the capital City of Georgia, has enjoyed a monopoly of many good things.

Besides practically dictating to the State-at-large in matters political, she also enjoyed the distinction of lower freight rates than any of the other cities or towns.

Just what this discrimination was based on, cannot be learned, but it was there, and it has just occurred to Savannah, Macon, Augusta, Athens, Valdosta and a thousand or so smaller towns, that a level freight rate was what they needed.

Atlanta doesn't like it, and loud, hearty, far-reaching wails are going up from the big business concerns there, over the fact that other towns and cities are to enjoy a lower freight rate than heretofore, while Atlanta pays a per cent more per hundred. This increase in Atlanta's rate does not make it as high as the other cities and towns have paid for so many years, but that doesn't bother Atlanta any.

Eastman and Griffin are two plucky little towns that have suffered through this freight rate discrimination, and they have employed Hon. S. G. McLendon to offset the Atlanta petition, by another. This petition of Mr. McLendon's clients was read the present week before the Interstate Commerce Commission in Washington.

Atlanta, Ga., Dec. 11, 1915.

To the Interstate Commerce Commission,  
Washington, D. C.

**R**ESPONDING to telegraphic information from the Secretary that an informal hearing would be held by the Commission December 14, 1915, upon an application to suspend or postpone 4th Section Order 3866, the Chamber of Commerce of Eastman, an original party to the proceedings leading up to Order 3866, and the Griffin & Spaulding County Board of Trade, also an original petitioner, respectfully show that they are wholly uninformed as to any ground upon which such application for suspension is based. Objecting to any suspension or postponement, and any suspension or postponement, and compelled as they are, at an informal hearing to present their objection, it is not possible to do more than deal in general terms.

The Chamber of Commerce of Eastman and the Griffin & Spaulding County Board of Trade, answering on behalf of the cities they represent, and speaking on behalf of more than a thousand other shipping points in Georgia that will be benefited by lower rates, beg to urge,—

First: If suspension is asked on the ground of opposition to the law, the issue thus raised is not justifiable in this forum;

Second: If based on a charge of precipitated or hasty action of the Commission, the answer to that would be that the law about to be enforced was passed June 10, 1910;

Third: If based upon an allegation that the Commission is acting with undue suddenness, the answer is that Order 3866 was issued and published more than eighteen months ago, that is, on April 13, 1914;

Fourth: If based on apprehension of excessive revenue to the carriers under tariffs as published, which are

to become effective January 1, 1916, and which are in the main well within the maxima prescribed by the Commission, the answer is that if excessive revenue be the result the evil can be easily and quickly removed after the rates have been given a trial.

This narrows the issue down to where respondents have nothing to combat, so far as at present advised, except the opinions or wishes of other interested parties, set up in opposition to the solemn judgment of an administrative body arrived at and pronounced after three years' deliberation.

Happily the order places Atlanta as the heart of the South in the matter of rates, and so simplifies the work of the Commission as that hereafter a complaint from Atlanta that its rates from rivers, gulf or ocean are unreasonably high, upon such complaint duly made, supported by evidence and sustained by the Commission, will result not only in reductions to Atlanta, but in corresponding reductions to more than a thousand other points in Georgia. For example, sugar rates under Order 3866 were put in force in June 1914. The tariffs applied increased rates to six stations between Montgomery and Atlanta, and reduced rates to fifty stations between Montgomery and Atlanta. The Atlanta-New Orleans rate was increased 5 cents per 100 lbs., while the La-Grange rate was reduced 10 cents per 100 lbs.

Atlanta is now seeking before this Commission a reduction of the rate established in June, and if it succeeds, a like reduction will automatically be made to fifty intermediate points. The relation of rates being established by the Commission in obedience to law, broadens the field of the Atlanta Freight Bureau and converts it into an institution serviceable to a large part of the South. Order 3866 and the opinion filed in its exposition and support, is a masterful and exceedingly creditable performance of a grave duty imposed by positive mandate of the law making power. The discretion vested in the Commission to permit departures from the long and short haul principle, has been so cautiously, wisely and judiciously exercised as to justify the assertion that the order is so perfect and symmetrical as to make rate revisions in the South hereafter the simplest of problems. From beginning to end this order deals with and solves the basing point system, condemned alike by National and State Commissions, when carried too far, and while recognizing the just, but local interferences of short navigable streams, the order recognizes the controlling force of water rates from port to port on rivers, gulf and ocean and establishes a mileage basis of rate construction for all intermediate territory. Obedience to law by the Commission has been intelligent and implicit, departures from the law have been allowed with due caution and circumspection, and the only question under this Order which can arise in the future will be one of reducing excessive revenue and not the disturbing of relations between communities.

Order 3866 would eliminate from the labors of the Atlanta Freight Bureau every trace of selfishness, and make its future efforts patriotic and altruistic. In a fine spirit it will be working for the public good, not, as the farmers say, for standing wages, but for a part of the crop. The sugar case illustrates the point.

Order 3866 will promote and encourage the development of all communities and compel none to pay unjust tribute to the support of its neighbor.

Eastman pays \$1.32 from New York on first class, while Hawkinsville, its neighbor, thirty miles away, gets a rate 30 cents per 100 lbs. less than Eastman, and Atlanta, 140 miles more distant, gets a rate of 27 cents per 100 lbs. less than Eastman. The law outlaws such a situation. The Commission has recog-

nized a great principle of rate making in Order 3866.

Will the Commission by suspending this Order, compel the shippers of Eastman and the shippers of Griffin to continue to pay for the prosperity of other communities?

Eastman Chamber of Commerce.  
Griffin and Spaulding County Board of Trade.

By their attorney,  
S. G. McLENDON.

### THE TRUE-TO-LIFE PLANTATION PICTURE OF THE OLD SOUTH.

I have read "Bethany" by Hon. Thomas Watson. The first chapter depicts my girlhood home as accurately as if drawn from my own life. Then comes the political era from 1850 to 1860, when Stephens and Toombs were the leaders. All of this is a dead and buried issue. Part two is a sad romance of the sixties that ends with death. Poor Nellie and Uncle Ralph! I wish the author had let them marry and "live happy ever after." This is no criticism of the book for I am not capable of criticising the writings of any one and especially those of Mr. Watson. He towers as a mountain peak and then dips down to the babbling brook at its base. The giant intellect can take hold of his flights of eloquence, and a little child can see its face mirrored in the clear pool in the valley—and I am that little child.

Some one said if I was not careful Mr. Watson would write me up. Mr. Watson has his arrows trained for eagles—the chirping of a "lone sparrow on the housetop" never reaches his ear and if it did the twitter of the little brown bird would not disturb him.—Grandma Georgy in Rome, Ga., Tribune-Herald.

### CONGRATULATIONS FROM FLORIDA.

Dear Sir: Having first read an account of your trial, and rejoicing that there were ten jurors in your favor, I just want to congratulate you on your partial success, though I sincerely hoped you would beat the popes to a frazzle.

Long may you live to fight the deadliest foe of America and American institutions.

I regard you as the greatest exponent of truth and righteousness and one of the greatest Americans living or dead, and I just wanted to tell you so while you live.

May God's blessings abide with you that you may continue this fight until Rome is run from America.

Yours with best wishes,  
Fla. R. L. McMULLEN.

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