

# 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 I — by Napoleon Bonaparte Broward

## AUTOBIOGRAPHY

I was born on a farm, in Duval County, Florida, April 19, 1857. We went to Hamilton County in 1861, and remained there until 1867, when we returned to the farm in Duval County.

## TRACES OF THE CIVIL WAR AT MY OLD HOME.

A great transformation had taken place. The houses and fences were all burned; and the great oaks that stood southeast of the house were burned on the side next to the fire, and were scarred on the opposite side by shot and shell from the Union gunboats. The house and the battery — which were on the southeast edge of the farm, at the mouth of Cedar Creek — had been fired upon. It was here that torpedoes had been set by our troops. The shores were strewn with white pine lumber and spruce carlins, which at one time had constituted the cabin work of Union vessels.

The highlands of the old farm had grown up in great clusters of chinquapin bushes and live oak saplings, some of them twenty feet high. The lowlands were covered with a dense growth of tall grasses and weeds, together with great clusters of myrtle and other

shrubs. It was here that we did our first hard work. Father had fenced in the field and built a single pen log house, into which we at once moved.

## AN HUMBLE START AT HOME-MAKING.

Without money to buy either mules, horses or cattle, we began to clear away the weeds, bushes and grass from the heavy ground on the margin of the river. This accomplished, we turned over the soil with our hoes. Here we planted Irish and sweet potatoes, sugar cane, beans, English peas, etc. In addition, we had a garden of cabbage, turnips, beets, lettuce, asparagus and onions. This work was done chiefly by mother, brother, and myself, the largest of my sisters doing chores, such as bringing the water, passing measures of seeds, etc., while father was busy securing for us something to eat.

As children we were much encouraged at hearing our mother tell of the delicious Florida-grown Irish potatoes, and the luxury of asparagus, which none, save the rich, enjoyed. I alone of the children had a faint recollection of how delicious the lettuce was, fixed up with cream and sugar, which was raised by us during the first year of the Civil

War. We planted four sacks of Irish potatoes, which produced one. At first the English peas were promising and beautiful, but they soon turned yellow and died. The sugar cane, however, bade fair to be a success. Brother and I pulled the shucks off a stalk about once every day to see how many joints had ripened, until we had counted seven and eight joints to the stalk.

There was a path near the fence, across which a tree had fallen, thus breaking down the only safeguard to this promising patch of sugar cane. The tree had fallen across the path at such an angle as to turn a drove of hungry cattle from the path into the cane patch, and they, in one night, had almost destroyed our fondest hopes. Imagine our disappointment. We were not discouraged, but immediately went to work and repaired the fence.

## IN QUEST OF HEALTH.

The following year we suffered from chills and fever. Being dosed with tartar-emetic; a period of cholagogue followed, bitter enough



\*See "Behind the Scenes," inside front cover.

to have cured, but it did not. Finally in quest of health, we moved from the old place to a new one. The change — and the liberal use of what we had learned was a new cure for fever and ague, to wit: quinine — restored to us our wonted strength again. With the use of a drag seine we caught fish enough to supply the table. Mother procured a contract from an uncle of ours, by which we earned one cent each for making 1½ x 12 inches water oak pins to be used for rafting timber. Thus we struggled along until I attained the age of a dozen years, lacking two months, at which time our mother passed away. We then moved to the old Broward Homestead, where an uncle and some aunts lived. A few months later my father died and my aunts moved to Jacksonville, taking my sisters with them.

Brother and I remained on the farm, accomplishing about as much growing corn and potatoes and caring for the hogs as two boys at our age could be expected to do, in the absence of any directing hand to aid and encourage them. Each of us possessed a dog ("Ring" and "Lady") and a gun. The woods abounding in deer, turkeys and squirrels, the hunting of which furnished us a profitable and pleasing recreation.

#### PIONEER DAYS OF MY EARLY BOYHOOD.

Our nearest neighbor lived two miles distant. At night we would bar the doors, before commencing to cook supper, which frugal meal usually consisted of hominy, peeled sweet potatoes, a piece of pork — all boiled together in the same pot. The supper completed and eaten, we would lean our guns against the wall near the head of the bed, and place a bowie knife in a crack of the log house within reach. As soon as the fire had gone out we were in bed with the quilt securely covering our heads to prevent hearing the doleful sound of the

screech owl's crying, which the superstitious old darkeys had led us to believe was the omen of bad fortune.

We remained here for two years, visited occasionally by an uncle. Sometimes, on the Sabbath day, we walked four miles to visit another uncle. On one occasion my brother and I wished to accompany Mr. Abram Geiger and his family to church on the following Sabbath. My uncle's wife had cut out a pair of new linen trousers for each of us. She had completed my brother's, but the illness of one of the children prevented the completion of mine. I was determined to wear my new pants when I rode to church the next Sunday with my little sweetheart, (Mr. Geiger's daughter) so I sewed the pantaloons myself.

#### RAFTING LOGS FOR A LIVELIHOOD

When my brother was twelve years of age, I was fourteen. At this time we went into a log camp owned by an uncle. We rafted logs for him for a year. At this labor we both contracted fever and ague, and our maternal grandfather took us on quite a journey, from the north to the south side of the river, where his farm and orange grove were situated. Here we regained our health, and, later, went to work on his farm, for which services brother received fifty dollars a year, and I seventy-five dollars. This was, as intended by him, to be a great encouragement to us; and we worked here two summers, attending a country public school at Mill Cove during the winter season. Grandfather paid my brother's board, while I earned mine chopping wood, building rail fences, etc., for Mr. P.P. Lord, a farmer.

#### A SMALL BOY'S COMPOSITION.

I here insert a composition written a few years ago by one of Mr. Lord's little boys, when requested by his teacher, Miss Duval, to

write a composition on the life of some great man.

"Our teacher told us to write about Mr. N.B. Broward. He is a very great man. Last year he ran for Sheriff and beat Bowden. When he was a little boy he used to board with my father. He was poor and had to make his own way. Now he is famous. He was a pale face boy, but now he is a big, fat man able to work. He goes to Cuba and carries powder and shot and dynamite to the Cubans. His boat is called The Three Friends. She can outrun any other boat in the United States. One time the Spanish boat got after her and she whipped them all. The Spaniards are so afraid of Mr. Broward and his boat that they have offered a large reward for her capture. Now The Three Friends is tied up, with two revenue cutters watching her, but when she wants to go to Cuba she's going. I could tell a great many other good things about Mr. Broward, but must stop now.

(Signed)

P. P. Lord.

#### ROUSTABOUT ON A STEAMBOAT.

After remaining with my grandfather two years, I worked on a steamboat for an uncle — Captain Parsons — first as cook and assistant fireman. As a cook, however, was not a success, and later I served on this steamer as a deckhand and wheelman. I remained in this service during the summer months and attended public school at New Berlin in the winter, boarding with the lighthouse keeper, Captain Summers.

#### COD FISHING ON THE GRAND BANKS.

From New Berlin, Fla., I went to Cape Cod, Mass. I found that the fishing season at this port had not begun, on account of the continued and excessive cold weather. Snow

Office of the Board of Election

Commissioners of the City of Jack-

sonville, Duval County, Florida.

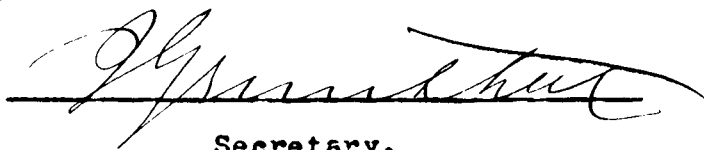
I, Charles B. Rogers, Chairman of the Board of Election Commissioners of the City of Jacksonville, do hereby certify that at a general election for the election of municipal officers of the City of Jacksonville held in and for said city on Tuesday, the 18th of June, A. D. 1895, Napoleon B. Broward received One Hundred and twenty-two (122) votes for the office of Councilman of Ward Two of said city, and the said Napoleon B. Broward, being one of the two candidates who received the highest number of votes for said office, was duly elected to the office of Councilman of Ward Two, of the City of Jacksonville, for the term prescribed by law, beginning at noon on the 21st day of June, A. D. 1895.

Witness my hand and seal this 19th day of June, A. D. 1895.



Chairman.

Attest:



Secretary.

was on the ground eighteen inches deep, and large blocks of ice were lying about the shore. Far from home, without money, shelter or employment, I was confronted with the serious problem of how to sustain myself. The sole avenue of escape was the possibility of securing employment on a schooner — the only vessel in port at the time — which was about to sail to some foreign country. Would the captain want my services or not, was the question.

Knowing that only men of the most rugged physique were employed in this business, and fearing that as I approached the captain I might be attacked with a coughing spell, as a result of whooping cough, which was contracted at school, and that he would think me consumptive, I stepped into a store, took a drink of water to control my cough, walked quickly up to Captain Newcomb of the schooner "Emma Linwood" and asked, "Captain, do you want to ship a man?" The captain looked at me with the piercing eye of an X-ray; but with bated breath, I stood the examination, trying all the while to swallow my Adam's apple in a renewed effort to keep down the coughing spell, which I feared might come upon me before the test was over. Thanks to the drink of water, his answer was in the affirmative, and I shipped in his schooner for the banks of New Foundland, whither I desired to go to engage in the pursuit of cod-fish catching. Here while I was clad only in Kentucky jeans and gingham shirt I keenly realized why my Northern shipmates were clothed in warmest woollens.

For about two years I followed the sea on sailing vessels, freighting lumber, and on fishing vessels, sailing oyster boats, etc., after which I was employed on various steamboats plying the St. Johns River, touching at Palatka, Sanford, Enterprise, Mayport and Jacksonville. I served one year as a bar pilot on the St. Johns bar.

#### CLIMBING UP IN LIFE.

At a later date, Captain David Kemps and I became owners of steamboats which were engaged in carrying passengers and mail between Mayport and Palatka. Continuing in this business until 1887, I then became interested in operating a wood yard in Jacksonville. In the year 1887, I was appointed Sheriff of Duval County, by Governor Perry, to fill the unexpired term of H.D. Hollard, deceased. I was again appointed Sheriff in 1889, by Governor Fleming, for two years. At the expiration of this term of office I was a candidate for the office of Sheriff, being elected and re-elected repeatedly until 1900, when I was honored by the people as a member of the Legislature from Duval County. After the adjournment of the General Assembly, I was appointed a member of the State Board of Health, by Governor Jennings, which position I still hold.

#### BUSINESS AND POLITICAL CAREER

In addition to my political vocation, I was engaged during the year 1890 in the phosphate enterprise on Black Creek, in Clay County, Florida. In 1891 and 1892 I was interested in the phosphate mining business at the head of the Ichtucknee River, on the line of Suwannee and Columbia counties. In 1895 I again became connected with the steamboat business, having designed the model and moulds of the steamer Three Friends, and superintended the building of this tug.

In 1895, and for the two succeeding years, I served as a member of the Jacksonville City Council; and, later, as a Police Commissioner of that city.

In 1896 I was captain of the steamer Three Friends on several of her trips, while conveying war materials to the Cubans.

During the years 1902 and 1903, I was engaged in the wrecking busi-

ness at Key West, my family and I having spent a part of that time very happily among the hospitable people of that Island City.

At present time I am in the towing and wrecking business between Jacksonville and Key West — and sometimes Tampa.

NAPOLEON B. BROWARD

## AN OPEN LETTER AS CANDIDATE FOR GOVERNOR

TO THE DEMOCRATIC  
VOTERS OF FLORIDA:

About two months ago I announced my intention to become a candidate for the Governorship of Florida, before the Democratic primary of this year. I realize that to be the Governor of Florida is an ambition worthy of any of her sons. The holder of that position occupies the highest political trust within the power of her people to bestow, and the man to fill this position should be one whose sole object is to give to all the people a fair, honest and impartial administration of the affairs of the State under his executive control. On the other hand, I am mindful of the fact that the position carries with it a great responsibility.

I am a native of the State of Florida, and have always taken an interest in her progress and prosperity, and firmly believe that she has only fairly begun to be the state which her vast resources will enable her to become. I am familiar, also, with her political history, for the past quarter of a century, and I stand upon the platform of the Democratic party, National and State. As the campaign progresses it is my hope that I will see the people of the different sections of the State and discuss, as I shall be ready and willing to discuss, any questions of Democratic policy or

doctrine, but I now desire to discuss what seemed to me to be the most important issues in this campaign.

#### REPUBLICANS SAILING UNDER DEMOCRATIC FLAG.

The Hon. William J. Bryan, in his speech accepting the Democratic nomination for the Presidency delivered at Indianapolis, Ind., August 8th, 1900, said: "Man, the handiwork of God, comes first; money, the handiwork of man, is of inferior importance; but upon all the important questions today Republican legislation tends to make money the master and man the servant."

In Florida there is, practically speaking, no Republican party in name, but as there are always men upon one side or another of public questions, there is in reality today a Republican party in Florida, although it pretends to be a part of the Democratic party. This condition of affairs was realized and the people warned by the platform adopted by the State Convention at Jacksonville, in June, 1900, embodied in the twenty-first plank of said platform, which reads as follows:

#### PLANK NO. 21 FROM STATE PLATFORM.

"We warn the people that an attempt is being systematically made by avowed Republicans, through the connivance and co-operation of persons claiming to be Democrats, to subsidize the press of Florida for the purpose of teaching Democrats false doctrines, and of keeping at the front, under the guise of Democracy, men as leaders of Democracy who will be subservient to trust magnates, and who will, under the pretense of conservatism, attempt to instill Republican doctrines and oppose the principles of true Democracy. Such newspapers should, under no circumstances, be given any patronage controlled by officers elected by the Democratic party. This insidious attempt to

corrupt the Democracy through the medium of newspapers claiming to be Democratic must be thwarted in every way. Subserviency to Republican influences of any sort is incompatible with true Democracy, and should receive no encouragement from Democrats. Avowed Republicanism is infinitely more tolerable to true Democrats."

#### ATTEMPT TO DEFEAT PRIMARY ELECTION LAW.

At the Democratic Convention, the Democratic party of Florida was pledged by the twenty-second plank of its platform to provide by law for primary elections for the nomination, in white Democratic primaries, of all candidates for office, both State and County, and United States Senators, and to carry out that pledge, a committee was appointed to draft a primary law and present it to the Legislature of 1901.

I was a member of that Legislature, and I was one of those who contended for the adoption of the primary election law as prepared by the committee appointed by the State Convention, but notwithstanding that every member of that Legislature was elected as a Democrat, and was bound by the platform, which pledged the honor of the party "to the carrying out of the same to the full extent that the united strength of the party in the State may render possible," sufficient influence was brought to bear upon the Legislature of 1901, by men styling themselves Democrats, together with some other members who objected to some of the features of the bill, to compass the defeat of the bill presented by the committee, which provided against fraud, bribery and intimidation and other vicious influences, and the primary law finally adopted was the most that could be obtained at that time. In the primary election of 1902, which followed, it was made apparent that the law was defective and needed improvements, but the people did well in

the Legislature of 1903, on account of continued opposition, to prevent the repeal of the primary election law then on the books.

#### WHY I PREFER PRIMARIES TO CONVENTIONS.

It is hardly necessary for me to make argument in favor of a primary election law against the convention system. I am a Democrat who believes in the platform of my party, and would, therefore, uphold it until changed by the proper authority, but if arguments be needed upon the relative merits of the primary system as opposed to the convention plan, I should say, briefly, that I consider the primary election law the most important of all our laws, as it places the power of nominating candidates where it ought to be, with the individual voter. Therefore the candidate will more likely represent the will of the masses who nominated him, than though he were nominated by a convention composed of a few delegates, and as all law should be but the reflex or expression of the conscience of man and as all power is inherent in the people, the more our lawmakers are imbued, with the conscience, heart and will of the people, the source of all political power, the purer will be the laws enacted by them. The nearer to the spring or fountain head, the purer will be the water; so also with our laws, the closer the makers are to the people that those laws are made to protect and benefit, the more beneficial will they be.

Under the convention plan the voters have no choice in naming the nominee of their party, and simply are permitted at the general election to ratify the nominations made by the delegates elected to the convention. It is true the railroads did not try to control the voters when delegates were elected, but found it much cheaper to control by bribery; furnishing of passes, promises of favors and in numerous other ways delegates elected to those conventions, and when the

# THE STATE OF FLORIDA,

DUVAL COUNTY.

Port of Jacksonville---Office Commissioners of Pilotage.

To Whom it may Concern---GREETING:

Be it Known, That *Napoleon, P. Provost*

having applied to be appointed a Pilot on St. Johns Bar, and being duly examined and qualified for the position of Pilot on the above Bar, and having filed his bond and sureties, duly approved, and having taken the oath required by law, is hereby appointed and fully authorized to act as Pilot on the St. Johns Bar during good behavior.

In Witness Whereof, the Chairman of said Board has hereunto set his hand, at the City of Jacksonville, this *twelfth* day of *May*, 188*8*.

*George L. Wilson*  
Secretary.

*P. M. Quaid*  
Chairman Board of Pilot Commissioners.

delegates got to the conventions, they began to do those things which they considered would be of benefit to themselves in a political way, and not for the benefit of the people they were sent to represent.

In other words, under the convention plan, a few men nominated the ticket and the great masses voted for it in order to continue to be Democrats, regardless of whether the choices made suited them or not. Under the primary system each man's vote counts for the candidate of his choice and the people are directly consulted, and thus is carried out the provision in our Bill of Rights, that all political power is inherent in the people.

#### MY PLEDGE TO MAINTAIN THE PRIMARY.

I believe that the primary system is on trial, and that the people, if they favor it, need a man as Governor who will pledge them, as I here do now, that I will not only oppose, to the utmost of my ability, any attempt to repeal the primary election law, but that I will veto any such bill passed by the Legislature seeking to repeal said primary election law, unless it has first been submitted to a vote of the people and they vote for its repeal; and I further pledge the people that I will do my utmost to strengthen and perfect the system and that I will cheerfully approve any bill tending in that direction.

#### AMENDMENTS I WOULD RECOMMEND.

I would recommend these amendments, strengthening it as follows:

First — Fixing a severe penalty for bribery or the miscounting of votes.

Second — Making the calling of a primary election mandatory with the State Democratic Executive

Committee instead of optional as it now is.

As long as the people have the primary election law, qualify for and vote in the primary, and see the votes counted correctly, that long will they elect to office men of their choice, thereby controlling their own political affairs, and in no other way.

#### THE RAILROAD COMMISSION LAW.

Another very important question for the consideration of the Democratic voters of the State, is the legislation known as the Railroad Commission Law. The Railroad Commission Law was repealed by the Legislature of 1891. A committee of merchants and brokers, accompanied by myself, I being then engaged in the phosphate business, appeared before a legislative committee of the House and Senate of the session of 1893. We urged upon them the necessity for legislation for the correction of abuses then existing, among them being the rebate system; and the discriminating freight rates against localities and individuals, and we so impressed them with the necessity of legislature for the protection of individuals and commerce from railroad abuses, that the Legislature took up the matter of the re-establishment of the Railroad Commission, but the friends of the people in the Legislature were defeated by a few votes.

#### EFFORTS I MADE FOR IT YEARS AGO.

I began the agitation for the passage of another Railroad Commission Law, and, in order to show that I am not simply talking to catch votes, I desire to call the attention of the people of Florida to a letter written by me to the Florida Times-Union, at that time a

Democratic newspaper, on July 28th, 1894. Then, together with others, I induced the Hon. D.U. Fletcher to run for the State Senate on a Railroad Commission platform, but we were again overcome by railroad money and their manipulations, they, at that time, having with them the Governor and the Chairman of the State Democratic Executive Committee.

I was among those who persistently fought for the Railroad Commission Law which was adopted in 1897, improved by amendment in 1899, and is considered the most effective legislation upon that subject enjoyed by any State in the Union. The Democratic platform of 1900 endorsed this Railroad Commission, and yet at every session of the Legislature there are men claiming to be Democrats trying to weaken, destroy and repeal this law.

#### BENEFITS OF THE RAILROAD COMMISSION.

It is the only court in this State to which a citizen of the State, whether rich or poor, can apply and get relief without any cost to himself. The power is ample and the gentlemen who have held the position of Railroad Commissioners since the passage of the new law in 1897, have always shown themselves willing and anxious to adjust any matters within their control.

The passenger rates have been reduced from four and five cents per mile on the main lines, to three cents per mile, the freight rates on staples have been very much reduced as have also the rates on vegetables and oranges, to the great benefit of the people, and recently, the matter having been brought to the attention of the Commission that the railroads of the State are discriminating against

Florida ports in favor of ports beyond the limits of the State, a phosphate rate of one cent per ton per mile has been ordered put into effect. It has been estimated that the saving to phosphate shippers alone by this will amount to TWO HUNDRED THOUSAND DOLLARS PER ANNUM, enough to pay the maximum expenses allowed to the Railroad Commission for over thirteen years.

The fact that the railroad companies have submitted to these reductions shows that they realized the justice done, and further shows that for all the years when we were without a commission they were taking that much more money out of the earnings of the people of the State than they were justly entitled to receive.

#### PERSONAL AND PROPERTY RIGHTS ENTITLED TO PROTECTION.

I am in favor of the honest acquisition of wealth and desire to encourage industry, economy and thrift. I believe in the maxim of equal rights to all and special privileges to none, and that property rights are more secure when human rights are respected; yet it is a fact that the railroad companies, at every session of the Legislature and men under their control, make diligent efforts to repeal the Railroad Commission Law, and this is not done from any belief on their part that their rights are invaded, or that they do not get justice from the Commission.

It is interesting to note that the first litigated case arising from an order of the Railroad Commission was by one railroad company against the Jacksonville Terminal Company to compel the recognition of its rights. It is only when they desire to do injustice that this branch of the State Government is objectionable to them.

#### ANOTHER RECOMMENDATION AND PLEDGE.

In order that such attempts may be futile, if elected Governor, I shall recommend and urge the Railroad Commission be made a constitutional part of the State Government, just as the Supreme Court, the Circuit Courts and other branches of the Government now are. If that were done the Commission could not be abolished except by a constitutional amendment adopted by a vote of the people, and if I am elected Governor, I pledge the people of Florida that I will veto any bill that seeks to weaken or repeal this law, unless it is first submitted to a vote of the people and they vote for its repeal.

#### WHY I BECAME A CANDIDATE.

My belief in these important public measures is my reason for becoming a candidate for the office of Governor, and it was because I believed that they were in danger of repeal that I announced my candidacy.

Against the private character of the other gentlemen who have announced their candidacy for this position I have no word of criticism or censure, but every man's public and political record is a proper subject of comment whenever he appears before the people for their suffrage.

#### CORPORATE INTERESTS SOLID FOR MR. DAVIS.

These corporate interests which have so persistently fought the Primary Election and Railroad Commission Laws, through their newspaper, the Times Union, are supporting the Hon. R.W. Davis for the Governorship, as are also the other newspapers that are controlled in their interests, among which are the Miami Metropolis, the West Palm Beach News, the St. Augustine Evening Record, the

White Springs Herald and a dozen or more other newspapers controlled by the railroads and they are inducing many other newspapers through the State to fall into line for their candidate.

Believing, also, that they will elect, if they can, a majority of the members of the Legislature with sympathy with them politically, that they may be able to control them, and realizing the great danger that we are always subjected from the latter source, as the corporations elect many of their agents and attorneys to the Legislature and knowing that numbers of persons in addition thereto are usually elected members of the Legislature, who are of that color of form of politics that may mean anything, some induced by persuasion, some by free passes, and some by other means or favors, I concluded that the people of Florida should be put on their guard against getting some one to become the candidate for the Governorship who would protect the people as far as it would be in his power to do so.

Many people, including myself, tried industriously to persuade some one of the many whom I thought could and would defend the issues, and whom we believed would make an active campaign but failing in this, it was concluded that I should make the effort hence my candidacy.

#### WHY MR. DAVIS WON'T DO

At the time of becoming a candidate, it appeared to me that unless the voters were aroused by the realization of the situation, the Hon. R.W. Davis would probably be nominated and elected to the position, and I considered then, I do now, that while Mr. Davis



heart is in favor of legislation beneficial to the people, as distinguished from private and corporate interests, yet I believe that his long associations and close alliance with men Republican in fact, and Democratic only in name, would control his actions should he be chosen as your Governor.

I asked of him a pledge that he would not, if he were elected Governor allow, if in his power to prevent, the repeal of either the Primary Election Law or the Railroad Commission Law, and his reply to the effect that I could tell my friends PRIVATELY that he would support and defend these measures, did not seem to me to be the kind of a declaration a candidate should make upon questions of such vital interest to the people. There should be no secrets concerning such measures kept by a candidate from his constituency. It was only after I had made this request of Mr. Davis, telling him at the time that I made it that I wanted to know his position on these measures, that I decided that Mr. Davis, who had been so long in public life, was not the proper man for Governor.

its adjournment, he left the county that had so honored him, and located at Palatka, the headquarters of the Florida Southern Railroad Co., to be the general counsel of that company under the presidency of Sherman Conant.

building of these railroads were in value sufficient to have paid for their construction by the State, and would have left the State as absolute owner. I remember that a special train load of his shouters were brought to that convention, but that fact injured his chances.

#### ALWAYS FAITHFUL TO THE RAILROADS.

#### CORPORATION CANDIDATE FOR GOVERNOR IN 1888.

He appeared at the St. Augustine Democratic State Convention, three years after as the pronounced choice for Governor of the land grant railroads of the State, which had obtained land grants aggregating many millions of acres of the State's best lands. The land sought to be obtained as bonuses for the

He subsequently appeared before the Trustees of the Internal Improvement Fund as counsel for the railroads and obtained for them large amounts of land. From that time, until his election to Congress he was never out of their employ, and ever their faithful attorney, appearing one day (I am reliably informed) in Tallahassee before one State Board to urge the conveyance of lands to the railroads on the grounds that the railroad had cost the stockholders a vast amount of money

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## **NAPOLEON B. BROWARD MAY RUN FOR GOVERNOR.**

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MR. DAVIS' AUTOBIOGRAPHY.

I heard him give his life's history to the voters, and I was struck with the peculiar obligations he would be under to the corporations in the event of his election. According to his own biography, he came to this State and located in Green Cove Springs, in Clay County. He was elected a member of the Legislature from Clay County, and was chosen Speaker of the House of Representatives for the Legislative session of 1885. He appointed the House committees of that session. During that session of the Legislature he so impressed himself upon the representatives of the Railroad Corporations that immediately after

### **It Is Now Thought That He Will Soon Make an Announcement.**

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The indications are that Napoleon B. Broward will enter the gubernatorial race.

One of the closest friends of Mr. Broward informed a Metropolis reporter yesterday that considerable pressure was being brought to bear on him to enter the race, and that he felt satisfied that he would announce himself for the position within a short while.

Mr. Broward has been moving about the State quite lively lately, and it may be that he is feeling the public pulse.

Broward has no superior as a campaigner. He is one of the "wool hat boys," and when he takes to the woods he usually does most effective work. He is not one of the high-falutin, spread eagle kind of orators, but he is an entertaining talker on the stump. Broward is a Florida "Cracker" and several newspapers are throwing bouquets at him. The

Tampa Herald, one of his strong supporters, in its issue of yesterday says:

"The intimation that Hon. N. B. Broward will yet enter the gubernatorial race continues to create much stirring interest throughout the State. Mr. Broward is a strong, forcible man and is well and favorably known in all sections of the State. This fact makes talk of his candidacy of the deepest moment. Few men possess his ability and qualifications for campaigning, together with the very best of executive and business ability. From Key West to the Georgia line there is a strong pressure being brought to bear upon him to enter the race, and much interest will be manifested until he gives a definite answer, one way or another. Mr. Broward it would appear, still remains a quantity that must be reckoned with, if public sentiment counts for anything, and it generally does in a State campaign."

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and were very valuable, and later the same day, appeared before another Board in the same Capitol building to urge a reduction of the tax assessments on the ground that the railroad was not so very valuable after all.

#### PLEASED THE CORPORATIONS AS CONGRESSMAN.

He was elected to Congress in 1896, and has served there ever since. At least one Congressional Convention specifically instructed him to work for the passage of an act giving to the Inter-State Commerce Commission power to control inter-state freight rates and passenger fares, but if he has ever introduced a bill, or made a speech, or been in any way active in advancing this measure so much antagonized by the great railroad corporations of this country, I have never heard of it. He at least has not antagonized them enough to prevent them from furnishing him with annual free passes, on which he rides free, while drawing from the United States Treasury twenty cents per mile for traveling between Palatka and Washington.

#### A PERTINENT QUESTION.

Mr. Davis says that he resigned his position as counsel for the railroads, when he was elected to Congress. Why then does he still receive free annual passes from the railroads? Is it for legal services, or is it because he is a member of Congress? If only as a Congressman, then what consideration does he give them as a Congressman?

The Hon. Charles M. Cooper, whom Dr. Davis succeeded in Congress, was, during his whole career in Congress, very active in endeavoring to give the people relief from the burdens of the exorbitant freight rates on their products shipped to Northern markets, and he urged actively the passage of an act

of Congress giving the Inter-State Commerce Commission power to fix rates on inter-state shipments. As a result, he was never tendered a pass over any railroad during his Congressional career. The congressman who is true to the interests of the people is never put under obligations for passes.

And so with Hon. Stephen R. Mallory, one of Florida's United States Senators. Although threatened with political oblivion for his activity in securing the establishment of the Inter-State Commerce Commission, when a member of Congress some years ago, he has ever kept aloof from improper railroad influences, and is today known throughout the length and breadth of this land as one member of the United States Congress who has never made use of a railroad pass during his long public career as a faithful servant of the people.

#### SOME MORE PERTINENT QUESTIONS.

The people of this State have expressed in their Constitution their opinion that a Governor or a member of the Legislature should not be under obligations to railroads for free passes. Do the people believe that it is improper for a Governor and members of the Legislature to ride on free passes, but that it is proper for a member of Congress to ride on free passes over the State, making his canvass for Governor?

The State Constitution prohibits your Governor from putting himself under obligations for free passes, but this member of Congress, as a candidate for Governor, is continually putting himself under obligation for free transportation to the very railroad companies which are now suing the Trustees of the Internal Improvement Fund, of which board, if elected Governor, he will be chairman, to obtain from the State millions of acres of lands, proceeds to which are now refused by that Board on the ground that

the corporations are not legally entitled to the lands.

And there is now in the State Treasury, to the credit of the Internal Improvement Fund, \$318,505.00, the proceeds of sale of lands claimed by those corporations. Those corporations claim that the Board of Trustees, of which the Governor is Chairman, should pass over to them all the moneys arising from the sales of lands, amounting to \$318,505.00.

Do the people believe that Mr. Davis will be unhampered in his obligations for free passes?

#### A PROBLEM IN MATHEMATICS.

Again, Mr. Davis announced more than two years in advance that he would not be a candidate for election to Congress in 1900. He gave as his reason that he could not afford the financial sacrifice to remain in Congress, where he would receive a salary of \$5,000.00 per annum with twenty cents per mile for traveling between Palatka and Washington on free passes, and an opportunity to practice law on the ground which he has always done at great compensation.

He, however, promptly announced himself as a candidate for Governor at \$3,500.00 per annum where he will have to include in his oath of office the proposition that he, for four years, will be riding on free passes. He will receive no mileage for traveling to or from Tallahassee. He cannot continue to practice law. Unless he expects at the end of his term as Governor to re-enter the service of the corporations at a very large salary, even larger than he received after his career as Speaker of the Florida Legislature, can he expect why he is too poor to remain in Congress at \$5,000 per year and its perquisites, but rich enough to be Governor at \$3,500.00 a year and no perquisites.

## THE PEOPLE CAN CHOOSE.

The more I considered these things, the more I became convinced that the people of Florida could not afford to force Mr. Davis to give up \$5,000.00 per annum, twenty cents per mile traveling expenses and free passes everywhere, and a lucrative law practice, to serve them as Governor at \$3,500.00 per year — and nothing else. And yet the people of Florida know that Mr. Davis' best friends and clients have ever been the railroads of the State, and that if he were forced to serve the people four years faithfully as Governor, and should fail as Governor to prove the friend of the corporations that have so long and so powerfully been his friend, they would never again employ him in any capacity, so I decided myself to become a candidate and give the people an opportunity to elect a Governor who has never allowed himself to be put under obligations to the land grant corporations of this State, and who will not be hampered, as Chairman of the Board of Trustees of the Internal Improvement Fund, in voting against giving away the State's lands, or in adjusting their claims to the money now in the State Treasury.

## WOLVES IN SHEEP'S CLOTHING.

The Florida Times Union and the other papers in this State controlled by the Republican corporations, announce that Mr. Davis is the "people's candidate" for Governor, and style him "Our Bob," and, yet, these are the papers that in almost every issue contain denunciations of life-long Democrats and National and State platforms of the Democratic party, and they are the papers referred to by the twenty-first plank in the Democratic State platform of 1900. They

are like the Republican who said he had too much sense to be a Republican in a Democratic State. Their voice is Jacob's voice, but their hands are "the hands of Esau," but they never lose an opportunity to sing the praises of Mr. Davis nor to vilify and malign myself and the other candidates for this office.

## MR. DAVIS' OBLIGATIONS.

Mr. Davis travels about over the State with his pockets full of passes, and supported by all the real Republican, but nominally Democratic, newspapers in the State. Do you want a man as Governor who had extended to him these favors by the interests opposed to the Primary Election Law and the Railroad Commission Law, and who may justly be said to be their attorney and agent? If it is so important to these interests to fill our legislative bodies with their agents and attorneys, both National and State — these interests who have their agents always present at the State Capitols to take care of the business of their employers — why is it not a good idea for the people, who are never present at the State Capitol, but are always absent, to elect as their representative a man upon whom there are no such claims, who has never been supported by these influences. who has always had to fight against them in business and political life?

## WHY THESE FAVORS ARE GRANTED.

Are not these favors intended to influence men in official positions? There are more ways of influencing and controlling men than by the direct use of money. The successful support in the election of a candidate by these influences is enough to make him feel under obligations to them. I quote from a letter

written by an attorney of the Santa Fe Railroad to a member of the Illinois Legislature:

"Your letter of the 22nd to President Ripley, requesting an annual over the railroad of this company, has been referred to me. A couple of years ago, after you had been furnished with an annual over this line, you voted against a bill in which you knew this company to be directly interested. Do you know of any particular reason, therefore, why we should favor you with an annual this year?"

These passes are not given to public officials as compliments, but are given for favors rendered or to be rendered. It is all hire and salary.

Governor LaFollette, of Wisconsin, in his speech on "Good Government," delivered at the Old Settlers Association, at Keneshaw, Wis., Aug. 10, 1903, quoted from a letter written by a United States Senator this paragraph:

"It is expecting too much of human nature that a Senator whose every association is with the great railroad corporations, and whose political lives depend largely upon them, should, in good faith, approve a measure that would, to an extent, make railroads a servant to the people and to be subject to the Commission (meaning the Inter-State Commerce Commission) when a question of rates is raised. The Senate Committee is by a large majority, men who bear those relations to railroads."

## RAILROADS ENTITLED TO FAIR TREATMENT.

I am in favor of the construction of railroads and other transportation lines, and believe that we should cheerfully pay transportation rates high enough to insure them reasonable dividends on their capital actually invested; that they should receive at the hands of our Legislature fair treatment in the

protection of their property rights. I am glad to have the officers of railroads and their employees participate in all our political affairs, as individuals, and have each man vote for the man of his choice, but I am unalterably opposed to corporations in politics.

#### CORPORATIONS KNOW THEIR SERVANTS.

If your Governor is true to the people he cannot be unfair to the railroads, because the people are interested in the protection of railroad and all other property; but it has been demonstrated too often before this, in the repeal of the former Railroad Commission Law, and in other matters, that when corporate interests get control of a Government they use it to their own advantage and to the detriment of the people. The people are sometimes mistaken and deceived in a man they have supported for public office, but the railroad and corporate interests select a man they know they can control, and are never deceived in such matters.

#### MR. MAYS' LEGISLATIVE RECORD.

Another candidate for the Governorship, Hon. D.H. Mays, has this record as a legislator: In 1891, when elected with two other legislators from Jefferson County (the people of that county favoring the re-election of Senator Call to the United States Senate) Mr. Mays voted once for Senator Call, then permitted the railroad forces to use his name as a candidate, to prevent Senator Call's election. He continued to do this for several weeks, until Senator Call was elected without his vote, although his fellow-members of the House and Senate from Jefferson County refused to

join him, but consistently voted as the people desired them to — for the re-election of Senator Call.

Mr. Mays was also a member of the Legislature, and elected Speaker of the House in 1897. The Democratic voters of Jefferson County still favored the re-election of Senator Call to another term in the United States Senate, but Mr. Mays did not vote for Senator Call, but for a gentleman who was the Vice-President of the Louisville and Nashville Railroad. He continued to vote for him against Hon. J.N.C. Stockton and Hon. S.R. Mallory, both of whom were candidates of the people — and in spite of the fact that the other member of the House and Senate from his county refused to vote with him for the railroad candidate.

We cannot have a Government "of the people, by the people, for the people," if public officers act as Mr. Mays did in both of these instances. We will have instead a Government of our officers, by our officers, for our officers.

#### PUBLIC SCHOOLS AND COLLEGES.

I am mindful of the fact that a good education is the most valuable heritage that we will be able to leave to our children; therefore I believe in a longer school term for the children attending our free schools, and favor liberal appropriations for our colleges.

#### CIVIL WAR PENSIONS.

The patriotic service and self-sacrifice of our soldiers and sailors in the Civil War, should guarantee to the deserving needy ones, or their widows, such reasonable pensions as an appreciative people are ever ready to pay.

#### STATE TROOPS AND NAVAL MILITIA.

The manifest patriotism of our Florida State Troops and Florida Naval Militia should be encouraged by the most liberal support commensurate with a reasonably economical administration of our State Government.

#### GOOD PUBLIC ROADS.

I favor the passage of such laws as will best tend to the improvement of our system of public roads, hard surface or otherwise, as may be most practicable. As automobiles cost little more now than a good horse and buggy, or horse and wagon, it is to be hoped that our people in the country, will, in the near future, find it easier to cover distances to the school houses, and make near neighbors, in point of time, even of those living many miles apart.

#### IN CONCLUSION.

It has occurred to me that some of our people may think that my criticisms are too severe. But to you, fellow citizens, I will say that you cannot regret more than I do the conditions that make these criticisms necessary; but I am impelled to use plain language, feeling, as I do, that the man who is too timid to put the people on notice of impending danger, even at the risk of momentarily appearing harsh, would be too timid to aggressively meet and combat such dangers, once he is elected to the high position of your Governor.

If I am elected Governor, I promise you that I will be the Governor for the whole people and enforce the laws protecting the human and property rights of all alike.

Respectfully submitted to the Democratic People of Florida.  
NAPOLEON B. BROWARD