



### OIL BURNERS INSTALLED HERE

Fuel oil is rapidly replacing coal in Pensacola. The city authorities have already passed an ordinance providing for the installation of oil burners at the city pumping station and the Pensacola Ice Co. is installing oil burners at their plant also. Many other plants in and near the city are seriously considering putting in oil-burners to take the place of coal, among them being the Pensacola Electric Co.

The two big oil companies already in this city are prepared to take care of oil consumers, and rumors are strong

that the Standard Oil company will put up an oil terminal here also. With the supply of oil right at the door manufacturers here are giving the matter earnest consideration.

Recently when the coal strike was in progress, the various industries here were plainly worried. Some of the larger plants are using many tons of coal daily and if the strike had continued for any length of time they might have been forced to close down their plants. This condition coupled with the fact that oil is cheaper than coal, that it is cleaner and that less labor is necessary to operate with it, has created the sentiment among the manufacturers in favor of oil burners.

The oil burners at the city plant and the ice plant will be in operation now within a comparatively short time and the officials of both the city and the ice plant believe that the change will

be a decided improvement over the use of coal.

### DIRECTORS FOR CHAMBER GIVEN

NOMINATING COMMITTEE SUBMITS LIST OF 20 NAMES FROM WHICH BOARD WILL BE SELECTED.

The nominating committee of the chamber of commerce has submitted a list of 20 names from which the board of directors for 1920 will be elected at the annual meeting of the chamber on January 6. The 14 men

receiving the highest vote will be cleared elected.

Following is the list: I. H. Aiken, Max L. Bear, Hunter Brown, C. B. Burgoyne, Alex. Friedman, T. L. Gant, George W. Howe, M. G. Hoffman, C. B. Hervey, Thomas A. Johnson, John A. Merritt, E. R. Malone, C. W. Parker, J. K. Rozier, Paul P. Stewart, J. S. Reese, J. Frank Taylor, P. D. Tebault, E. T. White, George P. Wentworth.

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### ATLANTIC CANAL BILL IN HOUSE

In response to invitations recently issued by the board of trade of St. Marys, Ga., the Atlanta Chamber of Commerce and the North Florida Chamber of Commerce, Gov. Hugh M. Dorsey, of Georgia, and Gov. Sidney J. Catts, about fifty delegates attended the convention held at St. Marys, Ga. and Ferdinandina, Fla., December 11-12. Through the courtesy of Secretary Daniels of the navy, the delegates were taken from Savannah on the U. S. S. Shawmut to St. Marys, and after the meeting there, were taken by motor boats up the St. Marys river for a considerable distance, over the proposed inland waterway or canal from Cumberland sound to the Mississippi river, and later conveyed across Cumberland sound to Ferdinandina, where they were the guests of the Ferdinandina Chamber of Commerce and Mayor James E. Calkins at a banquet.

It was decided to elect a steering committee and to make the canal a national proposition immediately, since it concerns most vitally the development of the southern ports not only, but provides a safe all-inland waterway across the southern states, from the Atlantic ocean to the Rio Grande river, and will, ultimately, be carried to the Pacific ocean, furnishing a shorter route than the Panama canal for government boats.

The North Florida Chamber of Commerce urged Congressman Frank Clark to amend his first bill and to request the congress to provide means to have a survey made of the entire route of the proposed canal. His new bill, H. R. 10919, introduced in the house of representatives Dec. 6th, is as follows:

to make full and complete report to congress of the most feasible route and cost of construction.

Section 2. That upon the making of such survey the secretary of war shall report to congress as follows:

First. The cost of construction over said route a sea-level ship canal of such dimensions as to accommodate the largest seagoing vessels.

Second. The cost of constructing a lock canal of such dimensions as to accommodate the largest seagoing vessels.

Third. The cost of constructing a barge canal of such dimensions as to accommodate the largest barges being used for the carriage of freight on any of the waters of the United States.

Section 3. That the secretary of war shall, in his said report to congress, give full detailed estimates of cost of each kind of canal, a description of proposed route, dimensions of each proposed canal, amount of actual canalizing in each case, and every fact and circumstance which, in his judgment, will be necessary to convey full information as to each of the three kinds of proposed canal.

Section 4. That the sum of \$100,000, or so much thereof as may be necessary, is hereby appropriated to pay the expense of such survey, reports, and so forth, out of any money in the treasury not otherwise appropriated.

The North Florida Chamber of Commerce and the Southern Commercial Congress will give every assistance to the national committee, Charles Hall Davis, chairman, in securing support for Congressman Clark's bill. Vice-President R. L. McKenzie, of the

North Florida Chamber of Commerce, has been named as a member of the committee. All persons interested in promoting this great inland waterway are urged to send letters to the Florida representatives in congress, requesting their assistance in the matter and to support H. R. 10919.

### CONGRESS QUITS UNTIL JANUARY 5

Washington, Dec. 20.—The senate and house adjourned for the holidays shortly after 11 o'clock tonight, to meet again January 5.

The immigration bill providing for the deportation of all aliens affiliated with anarchistic organizations passed was unanimously by the house today. The senate today adopted a resolution providing for the foreign relations committee to investigate activities of Russian propagandists in this country, including Ludwig C. A. K. Martens, the self styled soviet ambassador.

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The Journal is devoted to the promotion of good roads and has been a strong advocate of the "Old Spanish Trail" and other development throughout West Florida.

The Journal was instrumental in the formation of the West Florida Stock Raisers' Association.

The Journal during the past year has printed hundreds of special articles and editorials on crop development, agricultural development and stock raising in West Florida and has given its support and indorsement to every movement for the good of this section.

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