bers, whose terms expire in January, 1923, viz.: Fred B. Noble, chairman; Dr. M. B. Herlong and Mrs. W. B. Young, all of Jacksonville.

Altogether, in Jacksonville, more than thirty schools are provided for pupils of both races, about two-thirds of which number are for the whites. The county system of public instruction revolves around the Duval High School, corner of Ocean and Ashley, and the Central Grammar School, on East Church Street.

After the public school system was inaugurated, the problem of providing equal educational privileges to each race grew more and more difficult. In one of the circulars issued by M. H. R. Dawson, United States commissioner of education in 1888, occurs the following paragraph, which applies to the topic under consideration: "In the common school law of 1869, no reference is made to the complexion of the children for whom it was framed, and henceforth it became the business of the state to see that equal school privileges were accorded to the two races. That progress among the colored people was for many years slow is evident from the annual school reports. The teachers employed were largely men and women of their own race who, having had very inadequate opportunities for education, often brought the schools into disrepute. But as the years passed one improvement followed another until, as early as 1878, the superintendent reports that the colored people expressed themselves satisfied that justice had been done them. Today their children are taught in separate schools, but they have the same help from the school funds, the same supervision, and are subject to the same regulations as those of the white race. Teachers' institutes and normal schools have been provided for both, but it is yet too soon to expect that in general the qualifications of the colored man will compare favorably with those of the white man."

According to the latest accessible figures, 346 teachers are engaged in the public schools of Jacksonville, of whom 239 are white. The total number of pupils attending public schools is 14,603, of which number 8,846 were white. The United States Census of 1920 gives the attendance, by ages, as follows: From seven to thirteen years, inclusive, 10,228; fourteen and fifteen years, 2,268; sixteen and seventeen years, 1,259; eighteen to twenty, 557. Public school property is valued at $1,323,000.

As to the future of the Jacksonville public schools, their continued expansion in new buildings and in modern facilities and improvements is assured. One of the chief assurances is the voting of the $1,000,000 bond issue at the election in December, 1921, the proceeds of which are to be applied to the furtherance of a necessary and yet liberal building programme. The plan, as outlined at a meeting held in the previous November by Superintendent Hathaway, was enthusiastically endorsed by the Civic Clearing House, including the Federation of Mothers' Clubs. It had previously met with the formal approval of the County School Board and the school trustees, so that it had the best public sentiment behind it.

Doctor Hathaway, in explanation of the building programme thus launched, said that it includes two Junior High Schools, each with a capacity of 1,200 pupils; the remodeling of Central Grammar School, with an additional wing on the south side of the Duval High School, together with many other additions and improvements. He called attention to the fact that since 1915 there had been a sixty per cent increase in attendance at the schools, and during the past year an increase of fifteen per cent in the enrollment. He also stated that Duval County would eventually be obliged to have two senior high schools. Doctor Hathaway also explained that any programme adopted must have the support of the Mothers' Club and other interested organizations and not specially the programme of the School Board.

The care taken in the physical welfare of the public school children, as the basic assurance of their intellectual welfare, is illustrated by official reports covering the period from September, 1920, to June, 1921.
They show that of the 10,544 children who underwent various physical examinations only 3,690 were absolutely normal; 4,706 were under weight, and 3,268 were vaccinated. The nursing division had taken 3,378 new cases and carried over from the previous year 1,038.

Jacksonville has a number of denominational and private institutions for the education of both white and colored people, which are well conducted and uplifting. More than 500 pupils are enrolled in St. Joseph's Academy (Catholic) alone. There are also two colleges conducted to train students for a business life—the Jacksonville Business College, about three years old, which has an enrollment of about 200 students, with J. A. Beal as president, and the Massey Business College (Richard W. Massey, president), attended by about 140 pupils.

The leading private institutions for the education of the colored people of Jacksonville are the Cookman Institute, under the presidency of Rev. Isaac H. Miller and attended by 260 pupils of both sexes, and the Boylan Home and Industrial Training School for colored girls, with about ninety in the home and 120 day students. Cookman Institute was founded in 1872 by the Freedmen's Aid Society of the Methodist Episcopal Church. The Boylan Home was founded in 1886 by Miss Hattie Emerson, who had resided at Cookman Institute. It was established through the donations of land and money by Mr. and Mrs. J. L. Whetstone of Cincinnati and Mrs. Ann Boylan DeGroot, of Newark, New Jersey. With the gardens and playgrounds, the home and school occupy a city block.

Reformatory Work Among Juveniles

In the protection and reformation of minor delinquents, the movement center in the Juvenile Court of the county, the active officials of which are the judge and probation officers. One of the latter is a woman. The court, as the central agency for this work, is in constant cooperation with such organizations as the Boys' Club, Boys' Home, Boy Scouts and the Boys' Department of the Y. M. C. A., as well as some of the relief agencies. Splendid service is also rendered by the Children's Home Society, Volunteers of America and the Army of Rescue and Religion (colored) in the temporary and permanent care of children committed to them by the court, in the investigation of many of the cases which arise and in the general preventive work. The cases brought before the court show a decrease of eighty-six during 1921 as compared with the previous year. There were sixty-seven more white children than colored before the court, and 519 more boys than girls. Of the total 777 who were before the court, 660 were charged with various delinquencies and 117 were dependent, neglected, homeless or abandoned. Without comment, these figures almost tell the sad story, and indicate one phase of the great reformatory and moral work which is being accomplished in Jacksonville.

The Woman's Club

The Woman's Club of Jacksonville has a record of fine performance in itself and in the inspiration of other uplifting organizations. It was formed in January, 1897, for the purpose of furthering literary, philanthropic and social objects. It soon joined the State Federation and in April of its initial year, the General Federation of Women's Clubs. In 1902, it was the means of founding the Mothers' Club, and in 1909 the Jacksonville Associated Charities. Its philanthropic department has fully kept pace with its social and literary activities.

Libraries

It is a foregone conclusion that the libraries and newspapers of the city are among its strongest forces in the advancement of its material
HISTORY OF FLORIDA

and intellectual progress. The public library occupies a handsome building, somewhat strained by its rapid expansion. It has about 60,000 volumes on its shelves, and loans to the public more than 250,000 volumes annually. There is also a fine law library for the benefit of the profession.

JACKSONVILLE NEWSPAPERS

The Jacksonville Courier, the first local newspaper, was established three years after the town was incorporated. L. Currier & Company, of Boston, were the publishers when it was founded in 1835, but within the succeeding few years the paper changed hands several times, both as to editors and publishers, and finally all concerned decided that the time had not yet come when such a local publication could be supported. The Courier therefore gradually expired, and Jacksonville was then left without a newspaper until 1842. In that year G. M. Grovard came from Washington, the national capital, and established the Tropical Plant. Soon afterward, another Courier appeared—no connection with the former—and about 1845 the Florida News was moved from St. Augustine to Jacksonville. It was a democratic organ, and in 1848 its field was invaded by the whig paper called the Republican and edited by Columbus Drew. Mr. Drew was then a young Virginian, who had been employed in Washington for a number of years as an editor and in minor capacities, and had shown so much practical and literary capacity that Hon. S. L. Burritt, Mr. Cabell and other prominent whig politicians induced him to come to Jacksonville to edit the Republican. There his career, as editor, poet, business man and citizen, made him one of the leading characters of the State until his death in July, 1891. He established the Drew Press, and printing house, now conducted by his sons, in 1855; served as state comptroller under Gov. George F. Drew, to whom he was unrelated, and although an ardent Union man went with Florida into the Confederacy and, for a long time, was connected with its treasury department at Richmond. While actively in editorial charge of the Republican, his pungent and classical English gave it a high standing far beyond the limits of Florida. The plants of both the News and Republican were virtually destroyed by the great fire of 1854, although from the remains of the latter was printed a special edition which is the most reliable record of what seemed then to be a crushing calamity to the entire city. Both papers were soon reestablished, the Republican afterward becoming the St. Johns Mirror. Just before the Civil war, the Southern Rights entered the local field of newspaperdom, but soon afterward dropped into the general ruins of the following period, which concluded with the founding of the Times-Union.

There are nearly a score of newspapers and journals, of all ages and representative of everything which concerns Jacksonville. The oldest is the Florida Times-Union morning (daily), which was established in 1865, and has been for some years under the editorship and general management of Willis M. Ball. The other leading daily, an afternoon paper, is the Florida Metropolis, founded in 1885 and conducted by the Florida Publishing Company. Quimby Melton is now the leading personality in its management. Among the other old and well-known publications, supported by classes and usually indicated by their titles, are these: Florida Baptist Witness, 1885, issued by the State Board of Missions; Farm & Live Stock Record, 1894; Fraternal Record, 1898; Southern Lumber Journal, 1898; the Floridian, 1898; Farmer & Stockman, 1890. Two newspapers represent the negroes of Jacksonville—the Florida Sentinel, founded in 1887, and the Standard, established in 1919. There are also various trade papers and others of more general interest, such as: The Journal of the Florida Medical Association and the Masonic Journal. In a word, Jacksonville is like any other big American city. It cannot get along without its Press and much of it.
FIRST PAGE, Florida Republican, Jacksonville, April 6, 1854
HISTORY OF FLORIDA

It is not difficult to explain the establishment of the Artisan (founded in 1913), when it is realized that there are fifty labor unions in the city. Printers and painters, blacksmiths and boiler makers, carpenters, brick layers and stone masons, railway men and chauffeurs, cigar makers and tailors, stage employees and moving picture operators, all have their unions through which to express themselves.

The fraternities have their organs, for the Masons have in Jacksonville their Grand Lodge, Grand Chapter, Grand Commandery, Grand Council, minor chapters and councils and State Consistory, with half a dozen local lodges and chapters of the Eastern Star; the Odd Fellows and Daughters of Rebekah, the Knights of Pythias and the Pythian Sisters, as well as the Woodmen of the World are strong. Fraternalism has taken deep root among the colored people, and Masonry flourishes among them. They have organized and supported their own higher bodies, as well as nearly a score of lodges, and the women have a chapter and court of the Order of the Eastern Star. The colored Knights of Pythias also number some fourteen lodges and courts.

As the foregoing has only developed the broad lines of the Jacksonville of today, a former assertion will be reinforced—that an exposition of the details is an impossibility within the scope of this history. There is still one subject which should, however, be treated somewhat at length, which embraces the interruptions to the general progress of the city caused by the great fires which have swept various sections of its territory.

Serious Set-Backs Through Conflagrations

On April 5, 1854, what was then the business district of Jacksonville, along Bay, Ocean and Newnan streets, was swept by fire. It is thought to have originated from the spark of a Charleston steamer lying at the wharf. At all events in four hours, during the afternoon of that day, that section of the city was in ruins. Seventy structures, including stores, office buildings, warehouses, lumber mills, the Custom House and the News office had gone up in flames. Just enough of the Republican plant was saved to enable that newspaper to issue a "fire extra." The entire loss was estimated at $300,000, about half covered by insurance. The conflagration seemed a stunning blow at the time, as the calamity had been added to a raging epidemic of scarlet fever and the widespread panic of that year. But Jacksonville weathered all these consolidated storms, and in many ways the old burned district was greatly improved in the rebuilding. The Judson House was one of the new buildings erected soon after the fire, and as it was Jacksonville's pioneer hotel of any credit to the city, it must be classed as one of the benefits derived from the conflagration.

The fire of November 15, 1856, which swept the south side of Bay Street, was destructive, but was not viewed as calamitous.

On March 28, 1863, while the Federal troops were withdrawing from Jacksonville to participate in the operations against Savannah and Charleston, the city was fired and before the flames were checked an area of six blocks was burned. About twenty-five buildings were destroyed, including the Court House and the Episcopal and Roman Catholic churches.

Less than forty years afterward, the telegraph lines and the newspapers were announcing to the world the Destruction of Jacksonville by the fire of May 3, 1901. A condensed account of its ravages is prepared from "Acres of Ashes," by Judge Benjamin Harrison, the files of the Florida Times-Union and Citizen, and the report of the Jacksonville Relief Association. The origin and first half-hour of the fire are thus described: "Shortly before 12:30 P. M., on Friday, May 3, 1901, sparks from a near-by negro shanty ignited particles of fibre laid out to dry on the platform of the Cleveland Fibre Factory located in LaVilla, at
Beaver and Davis streets. Watchmen soon noticed the jets of flame and poured bucket after bucket of water on the burning mass, but other fragments of the highly inflammable material took up the flame and carried it into the factory building. The immense room was at once a roaring furnace. In the meantime an alarm had been sent in, at 12:35 P. M., but when the firemen arrived the building was already doomed. A fresh west-northwest wind was blowing, and when the roof of the factory fell in, particles of burning fibre were carried away and fell upon neighboring buildings whose wooden roofs were as combustible as tinder, owing to the prolonged drought. The fire then spread from house to house, seemingly with the rapidity with which a man could walk. The destruction of Jacksonville had begun!

"By one o'clock Hansontown, a suburb of pine shanties northwest of the city was all on fire, and not long afterward the flames spread eastward to Bridge Street. The wind had gradually increased and burning shingles were taken up and carried into the city proper; the firemen, standing under a canopy of smoke and flame, were even now powerless to cope with the conflagration. About this time telegrams were sent to St. Augustine, Savannah, Fernandina, Brunswick and Waycross for assistance. The Fernandina company was the first to arrive, and two hours and thirty minutes after the message was sent to Savannah most of its department was at the Union station here. These companies performed valuable services."

From this point, the Times-Union and Citizen resumes the story, as follows: "With incredible speed the fire spread, continuing to widen its devastating line of march. By 2:45 P. M. the handsome residences of T. V. Porter, U. S. Senator J. P. Taliaferro and W. S. Ware, at Julia and Church, were blazing; the flames in the meantime having converted into smoking piles of ashes the thickly built portion of Ashley Street between Cedar and Hogan. Among the many prominent citizens whose homes were burned in this neighborhood were T. T. Stockton, W. G. Toomer, Blair Burwell, Jr., Cecil Wilcox, J. R. Parrott and A. W. Cockrell. The vast majority of these houses, as indeed are (written in 1901) most of the residences in Jacksonville, were frame structures. They burned like cigar boxes, like chaff, as the thundering, mighty, lurid storm wave of fire rolled to the east, ever to the east, and swept the area bare.

"At twenty minutes past three, the Windsor Hotel was in a blaze. This great boxlike structure, covering the entire block bounded by Hogan,
Duval, Julia and Monroe streets, burned with awful fury. Fortunately, all the guests had warning and the upper floors of the building were empty when the fire came. The burning of a hotel like the Windsor would ordinarily be regarded as a disaster in itself, but yesterday it lapsed into relative insignificance, even though alone its destruction involved a loss of $175,000.

“A few minutes later, the St. James, which has been closed since April 19th, was a mass of flames. Although a brick structure, it, too, burned like tinder. By this time, in the general cataclysm of destruction the loss of individual buildings was lost sight of. Isolated houses one and two hundred yards to the eastward were burning and fresh nuclei of flame were being added. Still progress was steadily to the east. Twenty minutes prior to the ignition of the St. James, houses here and there east on Duval from Laura were burning. All in a moment, a blinding typhoon of smoke and dust came with overwhelming power, blowing eastward, and it was necessary for those in the street to run to escape it.

“For a time, it seemed that the fierce advance was straight to the east. House after house succumbed. No effort was made to save buildings now. Everyone knew that to save any building in the track of the fury was impossible, and on and on it sped. Churches, public buildings and shops were destroyed.

“At 4:30 o’clock, St. John’s Episcopal Church neighborhood was the center of the conflagration. It lived but a few minutes. The Catholic Church of the Immaculate Conception, St. Joseph’s Orphanage and the convent, soon fell a prey to the devourer. Now the blaze raged along Duval and Adams, but the wind changed and the conquering blaze veered to the south. The Armory was burned. In the space of a few minutes, the fire crossed blocks southward, and beautiful home after home became a torch, its light lost in the monstrous mass of red illumination. The Duval Street viaduct was on fire at 5 o’clock. The vacant meadow over which it passed was covered with furniture and household goods.

“The fires were raging all this time in the section north of Adams and east of Laura. The Massey Business College building became ignited on Main Street, and irresistibly the flames swept toward Bay Street.

“Until now, it was thought that Bay Street would escape, but the thought was vain. The terror was bending in a fatal embrace to the south. The roar and the crackle resounded as the great pinions of flame moved skyward, sending showers of cinders far into the St. Johns. The Emery Auditorium was a victim. Then the Board of Trade building, the old Baldwin House wherein the Seminole Club is located, the Metropolis Publication building, the City Hall and Market, and the Hubbard building, in turn were burned. In the last were great stores of dynamite, powder and ammunition, and there was explosion after explosion, adding to the dangers that surrounded the firemen on every side.

“Then to Bay Street the flames ate their way. The new Fuchgott building was in a few minutes blazing, and the leap to the Gardner building, towering six stories high, was easy. The heat was intolerable. Building after building on the opposite side of the street was soon a mass of flames.

“Night had fallen. Looking east from Hogan, Bay Street from Laura and beyond, showed only the reddened scenes of fire. From the windows of the Commercial Bank building (southeast corner of Bay and Laura) the serpentine tongues were shooting. It was soon a skeleton. It looked as though the whole city were doomed. It seemed that there was nothing to prevent the fire’s advance westward. All the afternoon, the Western Union offices, corner of Laura and Bay, were crowded with people sending messages. The Western Union force stood to their posts nobly. The young ladies of the force, cool and calm, were standing to their posts, even when the building forty feet across the street was crumbling.

“It was feared that the flames would creep westward, burning the
dockage and entire waterfront and the surrounding Bay Street buildings west of Laura, wiping out the buildings between. But the fire department was making a gallant stand. Engines were placed at Hogan and Bay, playing steadily on the buildings at Laura and Bay.

"About 7:30 the wind died. It was a blessed relief. The flames had lapped up everything in their way from the Cleveland factory to the Duval Street viaduct, and back on Bay to Laura. The flames were under control at 8:30 P. M."

A condensed statement of its ravages is as follows: "In the short space of eight hours, the great conflagration covered an area nearly two miles in length by three-fourths of a mile in width, embracing 455 acres, or 146 squares, in the oldest and most populous portion of the city. The buildings destroyed numbered 2,368 and 9,501 persons were rendered temporarily homeless. The property loss amounted to about $15,000,000. Every public building except that of the United States Government was destroyed, together with most of the public records, both county and city. Sixteen churches and ten hotels were burned. Only five lives were lost as the direct result of the fire. The smoke of the burning city was seen at Raleigh, North Carolina, and the flare of the great conflagration was visible in Savannah."

COUNTY OUTSIDE OF JACKSONVILLE

Duval was one of the four original counties of Florida, being created on the same day as Jackson, August 12, 1822. Its seniors, Escambia and St. Johns, were formed on July 21, 1821. Nassau County, to the north, was organized in 1824 and Clay, west of St. Johns River on the south, in 1858.

The county has a present area of 822 square miles and a population of 113,540 (1920). Its growth, in that regard, decade by decade, has been as follows: 1830, 1,970; 1840, 4,156; 1850, 4,539; 1860, 5,074; 1870, 11,921; 1880, 19,431; 1890, 26,800; 1900, 39,733; 1910, 75,163, and 1920, as stated. The growth of the county has been chiefly determined by the remarkable development of Jacksonville; in fact, only about twenty per cent of the entire population is outside of the metropolis, and the largest of these centers, such as Eastport and Mayport, are in the immediate Jacksonville area. Numerous stations are scattered along the Seaboard Air Line, the Atlantic Coast Line and the Georgia & Florida Railroad, which radiate from the city.

The soils of Duval County are remarkable for the variety of crops which they will produce. About one-half its area is included in the level, or higher pine lands, while the remainder is made up of high black-jack ridges, hammocks and low swamp lands. The level pine lands, now given over almost entirely to cultivation, produce such crops as corn, sugar cane, Irish potatoes and the forage plants, and the black-jack ridge type, is suited to such fruits as Japanese plums and persimmons, grapes, pears and peaches. The hammock lands are very well adapted to both truck and general field crops, while the low swamp lands, when properly drained and limed, are ideal for sugar cane, corn, cabbage and onions. The most profitable agricultural products of the county, however, are those which have been developed by the Jacksonville markets—notably those connected with the raising of dairy cattle and poultry. In the income derived from the milk and eggs produced in Duval County, only Hillsborough County exceeds it. In 1920, the home dairies sold and used 1,137,040 gallons of milk, valued at $700,000, and the poultry of the county yielded 606,047 dozen of eggs, valued at $302,032. The foregoing only partially tells the story of how much Jacksonville depends for its good living upon the farmers of Duval County.
All Nature Revels in the Beauty Spots
CHAPTER XVIII

HISTORY OF TAMPA AND WEST TAMPA

The history of Tampa commences with the landing of Panfillo de Narvaez on the shores of Espiritu Santo Bay. That noble, graceful and beautifully curved arm of the Gulf of Mexico has been so graphically described in the Spanish accounts of Narvaez' expeditions and adventures that the historians of those times have concluded, as a whole, that it could only have been Tampa Bay. Spanish adventurers had given their special attention to the eastern coasts of Florida. Ponce de Leon, who had penetrated the interior to the western coast, his force crushed and he himself been mortally wounded, was followed by Pineda, who was likewise driven back to his ships at Pensacola. The coasts of Western Florida were particularly unfortunate for the Spanish seekers after gold or perpetual youth; and the fate of Narvaez himself was an added reminder of that grim fact.

In 1520, Narvaez had been sent from Cuba to Mexico by Velasquez, its governor and the director general of the Spanish possessions in the New World, to imprison Cortez then well on his brilliant way as a conqueror. But Narvaez remained to be absorbed by the great and persuasive leader, and in 1526 he himself became governor of Florida, with the privilege of conquest. Two years afterward, after Cortez was in firm possession of Mexico and had started for Spain to defend himself before the Court, Narvaez, with his little fleet and military force of some 300 soldiers, footmen and horses, sailed into the broad and calm waters of Tampa Bay, on April 14, 1528. Then, as in the case of Ponce de Leon and many gold seekers and adventurers of a later day, the Indians lured Narvaez and his men farther and farther from the coast, and wore them down by the slow attrition of starvation, physical exhaustion and despair, as well as by covert and sudden attacks. Months after the landing from the shining waters of Espiritu Santo Bay, the leader and a few of his men had wandered far inland. Narvaez lost his life in a storm off the northwest coast of Florida. Most of his men were afterward killed by the Indians, four survivors after several years of adventures and hardships joining their countrymen in Mexico.

THE LUCKLESS NARVAEZ

The trials and misfortunes of the discoverer of Tampa Bay commenced almost immediately upon his landing, and descended upon him as a result of his cruelties to the natives of the vicinity. A few miles northeast of the Bay was an Indian village, the chief of which was a warrior of great physical and mental strength. Hirrhigua was his name. Near the village was the territory dominated by another popular chief, the friendly Mucozo, and above them both in authority was the greater Acuera, who considered Hirrhigua "the war-club in his hand." From all accounts, the last named was the heroic idol of the region, and, when Narvaez landed, marched down to the shore with his warriors, to meet the Spaniards. Soon both were trading in seemingly friendly fashion, when suddenly Narvaez seized the mother of Hirrhigua, a venerable and revered princess. The Indian chief informed the Spanish leader that his warriors would force his mother's release.

The sequel, as told by Judge Benjamin Harrison of Jacksonville and
condensed from old Spanish documents, was as follows: "Narvaez threw the old princess to his bloodhounds that happened just then to howl for food, cut off the chief's ears, slit his nose and released him. Hirrhigua strode into the woods, and from that day began a warfare which never ended, while a Spaniard was in reach, until his death. The next day two Spaniards, who had wandered into the woods without their armor, were filled full of arrows. And now the natives gave the Spaniards a name, which has ever since clung to Europeans and their descendants in Florida—that of 'Liars—men whose tongues are forked in the ear of a friend.'

"Narvaez ordered out his horsemen and slew all the Indians he could catch. That night his camp was desperately assaulted. Narvaez realized that he must seek the gold mines in the interior, sent his ships to Cuba, and marched northward. But from every thicket arrows glanced, the warwhoop rang out every night and he fought one continual battle till he reached the Bay of St. Marks, put to sea in crazy canoes and was never heard of again."

But the vengeance of Hirrhigua was by no means sated. Soon after the disappearance of the Narvaez expedition, a small vessel put into Tampa Bay seeking tidings of the Spaniards. Four of the Indians got aboard as hostages, while a like number of the Spanish crew embarked for shore in a canoe to ascertain the purport of what they thought was a letter from Narvaez, in the form of a paper which the natives had waved aloft in a cleft stick. When fairly ashore, the Spaniards were made prisoners, and the Indians leaped into the water from the vessel and escaped. The remainder of those who sought news of Narvaez abandoned their companions and sailed away.

Three luckless Spaniards were shot to death by one of Hirrhigua's expert bowmen, and the fourth was a youth of eighteen by the name of Juan Ortiz. He was saved from death by the sympathetic intercession of the wife and two daughters of Hirrhigua, and, although he was put to the hardest and most menial tasks, he was finally saved by the chief's eldest daughter. The chief, Mucozo, was her lover, and, despite the fact that her father had determined upon the death of Ortiz, as a possible bearer of dangerous information, the Indian maiden sent the young Spaniard to her Indian suitor, who protected him in the face of the protestations of his powerful friend and future father-in-law.

DE SOTO'S STAY IN FLORIDA

In May, 1539, Hernando De Soto landed at Tampa Bay with his powerful force of men and horsemen, reinforced by one cannon, Hirrhigua and his warriors, and the head chief, Urribarreacaxi, retired into the hammocks and swamps, where they waged persistent warfare. But after Ortiz was captured by one of De Soto's lieutenants, Mucozo made peace with the Spaniards and supplied them with provisions. With the passing of De Soto westward, this lieutenant of Pizarro, the conqueror of Peru, disappears from Florida history.

A LOCAL BLANK OF THREE CENTURIES

After De Soto—what, for three centuries? Absolutely nothing which had a bearing on the development of the region around the Bay of the Holy Spirit. Judge C. E. Harrison (not to be confounded with Judge Benjamin Harrison, of Jacksonville), an editorial writer of the Tampa Daily Times, who died in the latter city in 1920, well describes this long hiatus. He says in the Christmas edition of that publication for 1921: "For many years after the glittering cavalcade of De Soto faded from beneath the pines of the northern wilderness, no keel furrowed the smooth waters of the Bay of the Holy Spirit. For decades, indefinite in number, only the flitting shape of the Indian canoe was seen upon the lonely
waters. The drift of European colonization turned to the eastern coast, as other tides have turned since, losing sight of, or not discerning, the better things that were awaiting on the western shore, the coming of another race.

"Until the early years of the nineteenth century, the recorded history of Florida has to do, as far as the peninsula is concerned, with the doings about St. Augustine and along the River of Mary, which was the early name of that which we now know as the St. Johns. Far over to the west, but on the coast of the main body of the continent, there was a settlement on the shore of the Pensacola Bay, and some stirring history was enacted there in the course of the contentions between Spain and France and England, for dominion over this portion of the New World.

"But we are not writing a history of Florida; we are merely sketching that of Tampa and the region about it. There is no authenticated record of any settlement on the shores of Espiritu Santo Bay for three hundred years after the coming and passing of De Soto."

FORT BROOKE AND THE DADE MASSACRE

Ignoring, at this point, the Jacksonian details which culminated in the annexation of Florida as American territory, and the appointment of the general as military governor, the real foundation of Tampa dates from the establishment of Fort Brooke upon the site of the present city, in 1823. It was named after its commander, General George Marshall Brooke, and was one of the most important government reservations in Florida. Strategically, Fort Brooke commanded the Indian country from the western flank, and was the key to operations against the Red Man in the southern portion of the peninsula. Vessels from the northern ports could safely sail into the bay, and discharge their loads at the wharves of the post. It therefore became Florida's chief depot of supplies during the entire period of the Indian wars, as well as the center of the military operations. Fort Brooke was especially active, therefore, from 1835 to 1842, inclusive, and at times had a garrison of nearly 3,000 men.

Fort King, near the present Ocala, much farther inland, was a point of minor importance, and in December, 1835, was invested by Osceola. The Indian agent, General Thompson, had his headquarters therein, and had greatly angered the Seminole warrior by imprisoning him for insolent language and conduct. Osceola was out for revenge and on December 28, 1835, obtained it by killing the general and one of his lieutenants, while they were strolling near the fort. In the meantime, Major Francis L. Dade had set out from Fort Brooke for the relief of General Thompson, with a command of 117 men. On the morning of the 28th, the day of General Thompson's death, the little command halted for breakfast a few miles from the Withlacoochee River and not far southwest of the present town of Bushnell, Sumter County. In that vicinity the Americans were ambushed and all killed with the exception of Ransome Clarke, a scout, who brought the tidings of the Dade massacre to Fort King.

This terrible affair caused the Government to send additional troops to Fort Brooke and that part of the state. Gen. Winfield Scott carried on an aggressive warfare against the Indians, and Gen. Zachary Taylor was placed in charge of the reservation, which embraced an area of sixteen square miles. In May, 1841, General Worth took command of the army and the fort, and ended the war by an aggressive campaign against Coacoochee, the son of King Philip. The Indian chief and his warriors were captured, brought to Tampa, and, after some delays, deported to Arkansas.

It is said that the officers' quarters, as originally fixed at Fort Brooke, were located in a log cabin at what would now be the corner of Franklin
and Krause streets. This was replaced by a larger building, still standing and known as the Carew homestead.

**First Families of Tampa**

When the troops occupied Fort Brooke, a number of civilian employees accompanied them. Some came with their families and some acquired them quite soon. Those who settled with the first garrison are considered founders of the first families of Tampa. Among these "real pioneers" was Robert Jackson, who came to the Fort as the hospital steward, married Miss Nancy Collier, and was the father of a large family, several members of which are still residents of Tampa.

The founder of the John Jackson family came still later. His name is particularly stamped on local history in connection with the original plan of the city, described as the "general map made by John Jackson, surveyor, in 1853."

But the Collier family, to which Mrs. Nancy Jackson belonged, was not perpetuated, as the one son, John, left no children, and the other members comprised some half a dozen daughters. One of them married Louis Bell, the first bricklayer of Tampa. John T. Givens came to Fort Brooke soon after the Dade massacre with a South Carolina regiment, married Miss Nancy Walker, then only fifteen years of age, and when he first settled in Florida went to Madison, northern Florida. In 1848, after a number of children had been born to him, he located in Tampa, where his descendants reside. Shortly preceding Mr. Givens, was Captain James McKay, the sea captain and the father of three sons and three daughters. His descendants are numerous and have been prominent in many ways. One of them perpetuated the name and the calling of the popular Scotch captain, and also served as mayor and a member of the State Senate. Donald B. McKay has also been mayor of Tampa for several terms and is the veteran owner and editor of the Tampa Daily Times.

Thomas P. Kennedy, who located in the late '40s, was one of the early merchants, whose store stood on Whiting Street, at the corner of Marion.

Andrew Henderson, a comer of the same period, was the father of four sons, all of whom reached prominence. William B. was, for years, considered one of the leading citizens of Tampa, in business, finance and politics. John A. and James Fletcher Henderson were brilliant lawyers and public men, the former spending his last years in Tallahassee. Wesley P. Henderson was one of the first county superintendents of public instruction after reconstruction times.

The Mitchell family, which came from Alabama in the late '40s, numbered four sons. "The first named" (Henry Laurens Mitchell), says a well known local writer, "was the most distinguished contribution of Tampa to Florida history. He was an eminent lawyer, filling the position of state's attorney, representative in the State Legislature, State senator, judge of the Circuit Court, justice of the Supreme Court and governor (1893-97). In all these positions of trust and honor, Henry Laurens Mitchell proved himself of the most unimpeachable honesty and of the highest degree of integrity. Tampa was always proud of him living, and, dead, cherished his fame." Samuel and Robert Mitchell were farmers, the former one of the cattle kings of South Florida. Lucien was a leading physician, residing during most of his manhood in Polk County, and serving for some time as state commissioner of agriculture.

**Tampa Town Displaces Fort Brooke**

During the year preceding the outbreak of the Seminole war, the county of Hillsborough was organized by act of territorial Legislature.
It was named in honor of the Earl of Hillsborough, an English nobleman and owner of a large tract of land in that region granted to him by his government. Florida was admitted into the Union as a State in 1845, and two years afterward Hillsborough County was reorganized with reduced boundaries. By this time, quite a settlement had gathered around Fort Brooke military reservation and, in 1849, the General Government donated to the county forty acres of land lying immediately to the north of it. It was at once surveyed by John Jackson, and its bounds are described by C. E. Harrison (from whose historical article many of the facts covering early Tampa are condensed) as follows: It commenced at Whiting Street on the south, was bounded on the west by the Hillsborough River, extended north a little beyond Cass Street and was bounded on the east by a line running through a tier of blocks lying immediately to the east of Morgan Street. Additions to the town site were made in 1850 and 1855, the surveys all being made by John Jackson. By the original act reorganizing the county and fixing the seat of justice at Tampa, with the plat made by Mr. Jackson, the name of Fort Brooke was effectually erased from the town itself. Tampa is of Indian origin, and the name is literally translated as “Split wood for quick fires”; probably suggested by the good kindling wood found in that region.

Military Reservation Opened to Homesteaders

Although the National Government had donated land adjoining Fort Brooke as the nucleus of the county seat, in 1849, for many years the military reservation blocked a free outlet to the Bay and seriously retarded the progress of the town. The only place where vessels could land was along the river front. As long as the General Government held the title to the land abutting on the bay front, private ownership and the development of a port which should benefit the citizens of Tampa, were effectually barred. Many squatters had already invaded the reservation, both before and after the Civil War period, but the substantial men of enterprise waited for the military property to pass from the War department to that of the Interior and be thrown open legally to private settlement. This was not accomplished until January, 1883, at the time when Tampa's pioneer railroad was about to enter its doors and the place take on real life. In that year, after the reservation had been opened to homestead entry, the population of Tampa increased to 1,450.

But Tampa's incubus was not yet removed. As noted by a local historian: "The order transferring the reservation was made and it was thrown open to homestead entries. Dr. A. S. Carew, at that time a resident of Arredonda, in Alachua County, was the fortunate individual to get the first entry for the most valuable parts of this tract, that embracing the river front south of Whiting Street and all of the bay shore to a point east of the present Hendry & Knight terminals. There were several others who made entry upon the other portions of the former reservation.

Then came a series of years of conflicting claims and contests before the department and in the courts. At one time there were several hundred squatters upon the land, and they founded a town which they went through the form of incorporating and electing officers—the mayor being a Russian Nihilist doctor named Weightnovel, who flourished here about that time, but he died many years ago leaving an unsavory reputation. Finally the vexatious litigations and the contests before the authorities in Washington were terminated in favor of the widow of Doctor Carew, and the heirs of Louis Bell, E. B. Chamberlain and two or three others. These decisions cleared away the clouds and rendered possible the development of our harbor facilities that has taken place since and is still progressing."
The County's Headquarters Fixed

Although the writer is chronologically ahead of his story, it was necessary to clear from the pathway of the narrative the stumbling block in the form of Fort Brooke, which so long impeded the progress of Tampa. In 1849, following the donation of a tract of land outside the reservation, by the United States Government, for the establishment of the county seat, the first courthouse was erected near the eastern end of Lafayette Street. It was soon replaced by a larger structure, which was moved to the corner of Zack and Franklin streets, and afterward was occupied as J. H. Krause's store. The third courthouse was built upon the site of the present structure, the entire square having been obtained by the county out of the tract ceded by the National Government. It was rather an imposing wooden building, with two main entrances from the north and the south, tall columns reaching from the first floor to the cornice and surmounted by a large dome. It was erected in the early '50s, and used for county purposes until 1890, when it was moved to the west side of Florida Avenue, between Polk and Cass streets, where it still stands, so remodeled as to be almost unrecognizable by those who once knew it in its public character. The court house now occupied was completed in 1891, and the grounds surrounding it are tastefully embellished and provided with benches; so that the square is one of the city's popular resorts.

Pioneers and Events of the '50s

The '50s added a number of leading citizens to the struggling town, Washington Street was established as perhaps the chief business thoroughfare, several buildings were erected which were woven into local history, and Tampa became the center of an Indian turmoil which resulted in the deportation of another remnant of the Seminoles to the Indian territory beyond the Mississippi. The military episode was an introduction to the town's experience in the greater and more prolonged events of the Civil war.

Among those who came during the '50s were the Knight family, E. A. Clarke, Alexander Martin, C. L. Friebele, Henry Proseus, H. L. Crane, and J. T. Magbee. These, and others, pushed along the uncertain fortunes of the little village, and also made provision for those who were obliged to leave the things of the world and rest in what afterward became Oaklawn Cemetery. The fathers of the place first dedicated the burial ground in 1850.

The First Methodist and the First Baptist churches were completed in 1852. Special interest attaches to the former from the fact that it was attended, for a number of years, by Lieut. O. O. Howard, then stationed at Fort Brooke, and afterward a distinguished general and moral character in the Union army. It was also in 1852 that the first Masonic lodge building in Tampa was erected on the northeast corner of Franklin and Whiting streets.

Tampa in the '50s

Judge H. L. Crane, a settler of 1852 and eighty-three years of age in December, 1921, when he pictured the settlement of 300 souls to the Daily Times, tells his story as follows: "The Government was trying to keep the Seminole Indians on reservations, and to prevent their depredations, and there were two companies of regulars stationed at what is now a part of Tampa but what was then Fort Brooke, Tampa was military headquarters for all this section of the state. But there were but 300 citizens.

"There was but one hotel in Tampa in those days. It was the Palmer House, situated on Water Street in the vicinity in which the Tampa
Shipbuilding and Engineering Company is now located. Mail came by horse and buggy from Gainesville once a week. Dry goods came from New York by schooner about once a year. Groceries came by schooner from New Orleans just whenever a schooner load could be made up for this port in New Orleans and that was not often.

"There was one church, a Methodist Episcopal Church, South; there was a dancing school; the Odd Fellows and the Masons were established in Tampa, and there was a debating society. The debating society was an important institution in the social life of the little village. Questions affecting the nation as vitally then as modern questions affect it now, or more so because those were the formative days of the nation, were discussed and settled to the entire satisfaction of the residents.

"In 1853 the first newspaper came to Tampa and it was known as the Tampa Herald. It was a weekly newspaper. Residents of the city received mail twice a week from Gainesville in that year for a stage coach had superseded the horse and buggy. There was a city government even before Judge Crane came to Tampa, a mayor and council which administered the affairs of the city. And there was a circuit court of Hillsborough county. Eight of the present west coast counties then formed a part of Hillsborough County and the woods extended to where the present courthouse of Hillsborough County stands.

"Tampa then consisted of 160 acres, located as a town site and given to the city by the United States Government. There was a courthouse, considerably smaller than the present building, and a jail. There was a beef market and some three or four stores. There were five Spaniards in Tampa then who used to supply the city and the troops with fish, and ten cents bought five mullet.

"The social and business life of the city proceeded along even lines until 1856 when the Seminole Indians commenced three years of outbreaks and depredations. The state raised troops then which were later mustered into the Federal service. There were ten independent companies of mounted Florida volunteers here then. There was one regiment of volunteers under command of Col. St. George Rodgers and there were two boat companies called quartermasters men who did scouting in the lakes and rivers, using metallic boats. Government supplies came from New Orleans by steamer as often as they were needed. The New Orleans steamer had been supplying Fort Dade by infrequent trips, but the increased soldiers made frequent trips necessary. Colonels Monroe and Loomis were in charge of the Federal troops.

"Army posts existed at Fort Myers, Fort Meade, and at various places throughout the section and since Tampa was headquarters two river boats carried supplies to Fort Myers and army transport wagons carried the supplies to the detachments inland at stations. The method of transporting supplies to the outposts by wagons was a weak point.

"About twelve miles northeast of Tampa the Indians attacked wagons carrying supplies to state troops. Some three men were killed and the wagons burned. In Hernando County near Brooksville the Indians fired on a home and killed some children. A man was killed about twelve miles east of Tampa, and frequent reports reached Tampa of depredations committed by the Indians."

Christmas and Fourth of July! Memory has been very kind to Judge Crane. Those were occasions of dancing and parties and special celebrations of all kinds. In 1858, 1859 and 1860, Tampa had a brass band and a company of minstrels. Judge Crane himself took part in the minstrel shows.

Of the residents of 1852 Judge Crane counts Mrs. Madison Post, Mrs. W. T. Haskins, Dr. T. B. Cowart, Capt. James McKay and himself. He is unable to remember more who are living. Of the stores of the early days he remembers especially E. A. Clark's and W. G. Ferris's, Rollinson's which afterwards became E. A. Clark's store, the store of James McKay, Sr., that of Mitchell McCarty, and that of C. L. Friebel.
Since everybody knew everybody else in those days it seems to Judge Crane that the morality was higher than it is at the present time. He adds in conclusion that he never saw a storm during his sixty-nine years of residence in Tampa the equal of the one of October 25, 1921.

The Billy Bowlegs War

Midway in the decade, 1855, the General Government reopened the old military road from Tampa, across the Kissimmee region to Indian River, and prepared to establish a line of posts along that route by which the Seminoles might be confined to the lower part of the peninsula. Excited by these preparations and aggravated by what was deemed an infringement upon Indian property by the United States troops, a war party under Billy Bowlegs attacked a small body of American soldiers, on Christmas eve of 1855, and severely wounded their commanding officer. The resultant hostilities were stayed by the arrival of a Seminole delegation from the Indian Territory, and, after a conference with Billy Bowlegs and his chief, the members received the assurance that about 160 of the Florida Indians most concerned would migrate to their western reservation. After considerable difficulty, the hostile Indians were brought to Fort Brooke, placed on board ship in Hillsborough Bay and sent away on their exile.

The connection of Billy Bowlegs' war with the Civil war is thus explained: In the police service of rounding up the Indians for deportation, as in the actual fighting, the volunteer companies made up from the counties of Hillsborough, Manatee and Benton (afterward Hernando) proved themselves more useful than the regular troops. These companies were commanded by such well known citizens as Captains F. M. Durance, L. G. Lesley, William M. Kendrick and Avery M. Johnson. After the six months' term had expired for which the volunteers had enlisted, other companies were formed under the same captains, as well as under Captains S. L. Sparkman, Robert Bullock and Avery Johnson. These organizations were mustered into the service of the United States, and new companies were enrolled under other officers equally well known in the state, most of whom rendered valuable services in the Civil war.

Tampa in the Civil War

At the outset of the greater conflict, many of the young men who had thus obtained considerable military training proceeded to Fernandina, where the Second Florida Infantry was then being organized for service in Virginia. In September, 1861, the Sunny South Guards, under Capt. John T. Lesley was mustered into the service of the Confederate States as a unit of the Fourth Florida Regiment. Altogether six companies were raised in Tampa and its immediate vicinity, some serving in the Western army of the Confederacy and others in Virginia.

During the war no events of special interest occurred in Tampa. The port was blockaded during the entire war, but the gunboats lying near the mouth of the bay did nothing more warlike than to crossfire the town, occasionally, when the women and children would take to the woods of Tampa Heights until these harmless demonstrations had subsided. In 1864, after the small Confederate garrison at Fort Brooke had been ordered into Virginia with Finnegans Brigade, the Federal troops took possession of Tampa, seizing the public property of the Confederacy, but respecting private property by special orders of the officer commanding the expedition, General Woodberry. During this season of uncertainty and anxiety, Ossian B. Hart, a southern loyalist, was of great assistance to the people of Tampa. Mr. Hart was governor of Florida during the bitter period of reconstruction, in 1872-73, and died in office.

An important personal accession to Tampa, soon after the conclusion of the Civil war, was caused by the removal of the Wall family from the
more northern county of Hernando. The head of the family was Judge Perry G. Wall, whose descendants have been so long identified with the Knight & Wall Company, and who have so honored the medical and legal professions. The fourth son of Judge Perry G. Wall, Judge Joseph B. Wall, was long a leading lawyer and public man, and for years honored the annals of the Circuit Court. Judge Wall's only child became the wife of Judge Charles B. Parkhill, who served as an associate justice of the Supreme Court of Florida and is now states attorney for the 13th Judicial Circuit of Florida and is one of the associate editors of this history.

Unprogressive Decade—1870-1880

The decade 1870-80 was as unprogressive for Tampa as the Civil war period, when its port was closely blockaded and its land trade was hopeless, because of invading armies and military disorganizations in other sections of the state with which, normally, she would be in helpful communication. The war did not destroy property, but when the men returned from the front they found all activities partially paralyzed, and the succeeding decade was depressed by the mistakes and uncertainties of reconstruction. When the 80s dawned, the railroad which had been expected from the northeast and the Atlantic coast seemed still far away; and the Fort Brooke reservation continued to bar the way to Tampa Bay and a port on its shores. It is little wonder, then, that those who had settled in the locality were slowly leaving for more desirable parts. In 1870, an old gazetteer gives Tampa's population at 796, and when Uncle Sam's enumerators completed their rounds of the quiet, not to say sleepy, town in 1880, they published the fact that the figures of the prior decade had dropped to 720.

Railroad Disappointments and Realizations

But the early 80s brought in a revival of spirits and practical accomplishments. Tampa had suffered under a tantalizing series of disappointments over her hopes of securing railroad connection with Northeastern Florida and the Atlantic coast, by way of Jacksonville—this discouraging experience commencing in 1842, when a railroad survey was projected for a line from Fernandina to Tampa Bay, with a branch to Cedar Keys on the Gulf of Mexico, not far south of the Suwanee River. But without going into details at this point, the original railroad which became one of the units in the Seaboard Air Line to Tampa, was constructed to Cedar Keys long before it reached the shores of the bay.

Another great disappointment came to the little settlement at Fort Brooke, when Florida failed to immediately benefit by the Internal Improvement Act of 1844, of which the brilliant United States Senator David L. Yulee was one of the leading promoters. Upon the admission of Florida as a State during the following year, 500,000 acres of land were granted by the National Government, within its borders, to encourage internal improvements; these were known as swamp and overflowed lands. Not until 1855 did the state attempt to realize any benefits from the National Internal Improvement Act, when the Legislature established the Internal Improvement Fund of the State of Florida. Among the various embryo railroads which were to be aided was the line from Amelia Island or Fernandina, to the waters of Tampa Bay and the Cedar Keys region. In 1856, Congress voted a land-grant for the construction of the railroad, which was to be undertaken by the Florida Railroad Company. The line was completed to Cedar Keys in 1860, but Tampa was still shut away from all railroad communication, and the boon was not realized until twenty-four years afterward and then not through any connection with "Senator Yulee's road." In fact, for years the people of Tampa were bitter toward the distinguished statesman, feeling that he had kept them out of their own.
What was known as the South Florida Railroad was begun at Sanford in 1879. Not long afterward, H. B. Plant became its owner and, in line with his policy of tapping the immense virgin territory of Florida to the southwest and, toward that end, diverting as much of the traffic as possible from Fernandina and Jacksonville, rapidly built the South Florida toward Tampa. The first train over the new road, and the pioneer to enter the place, reached the shores of the bay in February, 1884. At Sanford, it connected with the Jacksonville, Tampa & Key West Railroad, which was completed at about the same time. So that the Plant system, or the Atlantic Coast Line Railway, which subsequently did so much for the development of Tampa, was in the making.

In 1889, after Senator Yulee had been dead for three years, his road, as it was called for years afterward, had been extended from Waldo to Tampa, and between the coming of the two railroads—the latter of which laid the basis of the Seaboard Air Line—was founded the business which has given more industrial and commercial fame to the city, as well as substantial prosperity, than any other, the manufacture of clear Havana cigars.

**Three Decades As a City**

On December 15, 1855, ten days before the outbreak of Billy Bowleg's war, the City of Tampa was incorporated by act of the Legislature approved by Governor James E. Broome on that day. It provided that the city limits should include all territory within a radius of one mile from the Hillsborough County Courthouse. Public sentiment had been unanimously in favor of incorporation, since at a mass meeting held in January, 1849, of the fourteen votes cast on the question none was against Tampa's proposed cityhood. But from the fact that no official records of the Mayor's Court were kept for nearly two years after municipal government was assumed, it is a fair inference that no local measures of great moment were transacted.

The book of minutes of the municipal body was begun on August 21, 1857, when D. A. Branch was mayor and S. Stringer, clerk. Most of the items entered are comparatively uninteresting, although some are culled which closely concern the progress of a new city. Madison Post was sworn in as mayor in February, 1858, and a couple of weeks afterward an ordinance was passed requiring all free negro men to pay a city tax of $50 per year; also women, $25 per annum. Suggestive comment by a local writer: "This made it quite expensive for a negro not to be a slave."

In February, 1859, when James McKay was mayor and John Darling city clerk, the council adopted a rule requiring it to hold twelve regular sessions annually, instead of the present fifty-two.

In the fall of 1860, a watch, or police force, was established to comprise all free white males between the ages of eighteen and forty-five years.

During the Civil war, the record book remained closed, the first entry thereafter being under date of August 17, 1866, when John Jackson was mayor. The entry is in the form of a resolution which reads: "Whereas, the City Council having been superseded by certain military authorities about February 22, 1862, and having remained inactive in consequence during the war, and since that time have not been called to action by any expressed wish of the citizens until this time, when frequent lawless disasters occur daily and nightly within the city limits—an ordinance was adopted calling an election of new officers for the city, and restoring to force most of the old ordinances."

In the first year of southern reconstruction, Tampa itself passed many ordinances designed to improve the municipality and its people. Reckless driving through its streets—eight miles an hour being mentioned as the limit; a lot cleaning campaign; prohibiting the throwing of glass
in the streets, and protesting against the desecration of the Sabbath by "assemblages of boys of either color in the streets," were samples of the measures passed for the revived Tampa of 1866.

As the railroad era approached, and steps were being taken to throw open the Fort Brooke reservation to settlement and remove the old-time obstructions to the establishment of a port on the bay, the City Council commenced to make preparation for the great coming events. In May, 1879, under the mayorality of John P. Wall, who was also president of the local Board of Health, the council adopted a general quarantine ordinance. To carry out its provisions, a tract of land to serve as a quarantine ground was set aside, which included some of the land and a portion of the bay between Ballast and Catfish points, and extended from the cattle wharf to Buoy No. 9 in the ship channel.

In July, 1881, the Jacksonville, Tampa & Key West Railway was granted permission to use Spring, Water and Whiting streets for its tracks, and the following year the City Council permitted the erection of telegraph poles in the middle of Tampa's streets. The ordinance granting such permission was repealed a few years later, and the poles were only allowed along the sides of the city thoroughfares.

Within the succeeding few years the railroad lines which developed into the systems known as the Atlantic Coast and the Seaboard Air Lines reached Tampa and its citizens commenced to develop its port. The population increased from 720 in 1880, to 2,376 in 1885 (State Census).

**FOUNDED OF CIGAR INDUSTRY AND YBOR CITY**

The coming of the South Florida Railroad to Tampa, in 1884, and its promise of a good port on the bay directed the attention of far-seeing men to the advantages of that locality as a commercial and industrial center. About this time V. Martinez Ybor, one of the leading cigar manufacturers of Key West, lost his plant in a fire which also burned other factories. Both he and his manager, Edward Manrara, deplored the lack of railroad facilities at their home town that they commenced to look around for a better location. They were engaged in these investigations even before the Ybor plant was burned, and after that loss a change of business base was especially pressing. Mr. Manrara, during one of his trips through Florida, became so impressed with the advantages of Tampa that he easily persuaded Senor Ybor to transfer his business to a site on the northern shores of Hillsborough Bay, a short distance from Tampa itself. Soon afterward, the firm of Sanchez & Haya built a factory in the vicinity, and, although it was officially registered as No. 1, Senor Ybor is conceded to be the pioneer manufacturer of clear Havana cigars and established the industry which started the first substantial business development of the Tampa region. From Ybor City, as the place was called, it spread to Port Tampa City, West Tampa and finally to Tampa itself.

**WEST TAMPA FOUNDED**

In the late '80s West Tampa, which was separated from Tampa proper by the Hillsborough River, over which a small ferry was operated, was a little, unpromising cigar town. But the creator of the Plant System of Railroads gave the locality a standing, in 1889, when he opened to the public his grand and beautiful Tampa Bay Hotel. It was located on the west bank of the Hillsborough River. Thereafter, it was a question of only a short time before the river must be spanned by a bridge, in fact, by three such structures, thus bringing the two Tampas into close and beneficial communication. How and by whom this was accomplished, is told in December, 1897, by the Florida Times-Union and Citizen, in these paragraphs: "Hugh C. Macfarlane, Matthew Hooper, W. W.
Hooper, Philip H. Collins, George N. Benjamin, L. B. Skinner, and A. C. Clews, who owned nine-tenths of the land now (1897) embraced in the corporate limits of West Tampa, saw their opportunity and determined not only to keep the manufacturers then located in and about Tampa, but to open the doors and invite all others who desired to come, offering a hearty welcome and liberal inducements. In order to make all their lands accessible to Tampa’s business center, where then were located the railroad passenger and freight depots, the bonded warehouses, the banks and other conveniences, it was necessary to build a bridge across the Hillsborough River approaching West Tampa in its geographical center. This they did in 1893, out of their own private funds, neither the city nor the county expending a single dollar in the construction of the bridge; and they granted passage thereover free to foot passengers and vehicles, only reserving to themselves the exclusive privilege of operating street cars thereon.”

West Tampa immediately took a “boom,” cigar manufacturers from Havana, Key West and even New York being attracted thereby because of its easy water communication with Cuba, and its increasing facilities for land distribution over the railroads which had already entered the region. In the summer of 1895, it was incorporated, its first mayor being George N. Benjamin, one of the large owners of its original site.

FINANCIAL MAINSTAYS OF THE REGION

West Tampa, Ybor City and, in general, Hillsborough County and the Tampa Bay region, depended upon the banks of Tampa for their financial accommodations for many years. Soon after H. L. Knight and Perry G. Wall established a hardware business. in January, 1884, a modest private bank was opened by Ambler, Marvin and Stockton, under the name of the Bank of Tampa, with a capital of $50,000. In the following year it became the First National Bank of Tampa, and has continued as one of Tampa’s main financial stays. Its capital is now $400,000. The Exchange National Bank was incorporated in 1894 and the Citizens Bank and Trust Company, in 1895. The former has now a capital of $250,000 and the latter (now the Citizens-American Bank and Trust Company) of $1,000,000. For about twenty years, these institutions were the chief financial institutions of the city, and are still among its leaders.

THE PORT OF TAMPA

After all has been said about the Port of Tampa and the great protected harbor of the city, the fact remains that the Spanish-American war was the primal creator of them both. The entire harbor bends gracefully inland from the Gulf of Mexico to the head of Hillsborough Bay and is twenty-six miles in length. Since 1912, swamp lands at and near the mouth of the Hillsborough River and which clogged up the city’s water front for a solid mile have been reclaimed, five additional miles of harbor dockage constructed and a free channel twenty-seven feet deep dredged from the head of the Ybor estuary to the gulf. The first steps of this splendid public improvement which has advanced Tampa’s prosperity and metropolitan standing so materially, is thus described in the 1916 Year Book of the Tampa Morning Tribune: “Back in 1898, when the Spanish-American war was on, Tampa’s maritime importance first became impressed upon the Army and Navy authorities by the fact that, while thousands of soldiers were encamped here, it was necessary to take them to Port Tampa, nine miles distant, in order to place them aboard transports, which drew too much water to afford entrance at the

1 The Citizens Bank and Trust Company merged with the American National Bank in 1919, to form the Citizens-American Bank and Trust Company.
mouth of the Hillsbоро River. Tampa's water commerce that year amounted to only 268,260 tons, and most of this was handled by small steamers that traversed the bays. The channel then was one of the 'mud-puddle' variety. Sometimes a fair-sized boat could come in at high tide, and sometimes such a boat found a resting place in the mud. Tampa first got a thirteen-foot channel, and a rapid increase in water-handled tonnage resulted. Then came a twenty-foot channel, which increased the volume of business, in spite of the proximity of Port Tampa, till twenty-four feet were necessary. Recently the United States Government ordered a survey for a thirty-foot channel which project will undoubtedly receive favor from the United States engineers and support from Congressman S. M. Sparkman, of Tampa, chairman of the powerful Rivers and Harbors Committee and leading authority on river and harbor needs in the country, and from a majority of both branches of Congress as well. This is a condition-breeding foregone conclusion—not a 'wish'-of-the-'father-to-the-thought' variety. Tampa needs thirty feet of water; the United States needs thirty feet of water for Tampa, and therefore thirty feet of water will be forthcoming.

"In 1912 the city's water commerce had increased to 1,838,011 tons, and the demand for dock facilities had grown even greater than that for increased channel depth. One and three-fourths million dollars was the appropriation secured by Congressman Sparkman at the second session of the Sixty-first Congress for the creation of this 'deliberately man-made harbor,' which will now meet the needs of the city and section, insofar as dock space is concerned, for years to come. On February 19, 1912, the dredge 'Tampa'—constructed completely in the 'Cigar City' which has since been justly designated as the 'Payroll City' because of the fact that it pays a greater wage per capita than any city in the United States—pumped the first yard of sand and oyster shells, roaring and hissing the death knell of armies of scampering, begoggled fiddlers. On March 4, 1914, the 'Tampa's' whistle blew reveille over this monumental fiddler's graveyard, and steaming away to New York, left behind her millions of yards of 'made-land,' where once was swamp, and the skeleton of a harbor on which the experts of the world gazed with amazement.

"Even before the Government engineers had ordered the letting of the rock-removing contract, and long before the last fiddler had burrowed his eternal resting place, the Swann Terminal Company drove their first dock-pile, which pile bears the inscription 'March 4, 1913.' Hardly had the final crash of the huge pile-driver hammer echoed through Ybor City, Tampa's pioneer cigar manufacturing center, before the steamship 'Garcia' drew alongside the magnificent new dock with a cargo of mahogany logs from Cuba, some of which now adorn the home of D. C. Gillette of the Gillette Lumber & Transportation Company. The Seaboard Air Line and Tampa Northern Railway systems had extended their lines, including many switching tracks, into the section.

"Since then millions of feet of lumber and cross-ties have crossed these docks on their way to northern and foreign markets, and over one hundred thousand bags of Portland cement have found storage in the Swann Terminal warehouses. Despite the temporarily paralyzing outbreak of the European war, the year's phosphate shipments from the Tampa terminals have been greater than ever before, train loads being brought in from the seemingly inexhaustible mines daily. Two regular steamship lines, the Philadelphia-New Orleans Transportation Company and the New Orleans, Pensacola, Tampa & Boca Grande Transportation Company, in addition to the Mallory Line, Southern Steamship Line, the Bull Line, and others that dock on the water front nearby, make this dock their regular port of call, as do numerous coastwise and tramp vessels from all sections of the world."

2 A species of crawfish, for the benefit of the uninformed.
THE HURRICANE OF OCTOBER, 1921

A tropical hurricane, which originated in the Caribbean Sea and which struck Key West and Tampa, early in the morning of October 25, 1921, caused considerable damage to the harbor improvements along the sea wall. A torrential downpour of rain accompanied the sixty-mile-an-hour wind, which first partially shattered the costly export terminals at Port Tampa and overwhelmed them with water to the depth of from two to ten feet of water. In the city itself, the flooded area was described as extending from the Bay Shore sea wall to the heart of the business section, about a mile, and not a few of the fashionable residences along the Bay Shore Boulevard were badly damaged by the high water. At one time the water was waist deep from the Favorite Line pier to the store of the Knight & Wall Hardware Company, a distance of two blocks.

St. Petersburg, on the western shore of Tampa Bay, was also badly hit, and its harbor docks swept away, although there was no loss of life at either place.

The peninsulas which stretch down from Northern Tampa Bay appear to have deflected the storm travelling up the west coast and sent it across Central Florida in a northeasterly direction, doing special damage to the citrus crops in the region for thirty or forty miles from Tampa. The combined forces of wind and driving rain stripped numerous orange groves not only of fruit but of leaves. Truck gardens were also swept from the soil. The havoc produced in the immediate vicinity of Tampa, while serious and a hard blow to producers, was not of permanent injury to her trade; the damage to her harbor improvements, on the other hand, involved the expenditure of large sums of money which was a matter of more local concern. But within a few months such damages were virtually repaired and the city pursued the even tenor of her way toward a promising future.
CHAPTER XIX

TAMPA, WEST TAMPA AND THE COUNTY

On a peninsula which juts down into Tampa Bay from the north, several centers of settlement have been forming for the past century so near together that, with their natural and acquired expansion, they promise to coalesce into a real metropolis. The nucleus of the progressive formation is the City of Tampa, at the eastern point of the peninsula's juncture with the mainland and at the head of Hillsborough Bay. It has expanded into a handsome modern city, and increased in population from 5,532 in 1890, to 15,839 in 1900; 37,782 in 1910 and 51,608 in 1920. The beautiful Hillsborough River separates it from West Tampa and from its own choicest residential district to the southwest, known as Hyde Park. Hillsborough Bay, which bounds the district to the south, is bordered by the Bay Shore Boulevard, a thoroughfare lined with handsome residences and picturesque grounds, and which runs southwest to Ballast Point and Port Tampa.

LAFAYETTE BRIDGE AND PLANT PARK

The Lafayette bridge is one of the finest concrete structures of the kind in the South and was opened to traffic early in the spring of 1914, about $300,000 having been expended upon it by the City of Tampa. It is said by a local writer that "There is only one other like it in the world, that which spans the Thames River in London. It is built of solid concrete of the Bascule type, with a Sherzer roller lift draw bridge. The Thames lift is seventeen feet longer, but the Tampa bridge is twenty feet wider. The draw bridge weighs 1,500 tons and has such a perfect balance that a small boy could lift it. Built of concrete with steel reenforcing and paved with wood block, weather conditions materially affect its weight and balance. Mechanical contrivances allow its tender to regulate these conditions, and in rainy weather as much as a thousand pounds have been added to perfectly balance the lift."

PLANT PARK

As the bridge is only a few blocks from the civic and business districts of Tampa, it may be called the grand connecting link between the city centers of public and financial activities and the most characteristic homes of its people. It leads directly to Plant Park, which embraces seventy-five acres of lawns, orange groves, wonderful gardens and tropical stretches lying along the Hillsborough River to the bridge of the Atlantic Coast Line, as well as the unique Moorish palace which it is difficult to believe is really a superb American hotel. In 1905, the Tampa Bay Hotel, which stretches in bewildering oriental charm half way through these royal gardens, was deeded to the city by the heirs of the late Henry B. Plant, for a consideration of $125,000. It is said that the building of the hotel, with cost of furnishings, grounds, etc., involved an expenditure of $3,000,000. The grounds were also included in the purchase of the magnificent estate by the municipality, so that all is city property. Plant Park is often spoken of as City Park. Within the grounds are not only the Tampa Bay Hotel, but the Plant Memorial Fountain, an artistic gem, the Tampa Bay Casino and the Tampa Women's Club Building.
Tampa, a Hustling, Bustling City, the Commercial Center of South Florida
Directly northwest of the Plant, or City Park, is the Plant Field—also municipal property—the home of athletics, including the buildings and grounds of the South Florida Fair Association and the Armory of the Florida National Guard.

A few blocks still farther to the northwest, the tourist reaches the southern suburbs of West Tampa, the first of which is North Hyde Park. Thence, a short distance up the river, the Fortune Street bridge leads one into the great cigar district of West Tampa. Twenty-sixth (Krause) Avenue is the northern city limits of Tampa, and, extended across the Hillsborough, becomes Tampa Bay Boulevard, or the northern limits of West Tampa.

As a rule, West Tampa is unattractive, although it has some beauty spots and points of interest which will be noted hereafter. Writing in general terms, however, it is a succession of long streets given over to cigar factories, small stores and houses, with few apparent efforts at adornment. But according to the 1920 census, it has reached a population of 8,463, and as a river only separates its people from Tampa, the modern city, it will probably be absorbed by Greater Tampa in the near future.

Five miles southwest of Tampa quite a little settlement has gathered around Ballast Point Park. It is situated on the shores of Hillsborough Bay and has many amusement features, salt water bathing, and boating and fishing.

Port Tampa

Four miles farther, in the same direction, is Port Tampa, on old Tampa Bay, which before the deepening of the ship channel to Tampa and the completion of the harbor improvements at the larger city, was the port of entry for all ocean going vessels. Even now it is an extensive port. It is the terminus of the Atlantic Coast Line, with its extensive yards; has more than two miles of dockage, along which are large warehouses, and steamship berths and offices. At the port are also immense oil tanks and phosphate elevators. Steamers, barges and schooners everywhere crowd the waterfront, receiving and discharging their cargoes by means of the latest machinery, and, as a result of the gathering of workmen of all kinds, a population of nearly two thousand people has concentrated at this locality.

Sulphur Springs

About five miles north of Tampa, flowing into Hillsborough River, are the famous Sulphur Springs, long known by the Seminoles for their health-giving qualities, and, within late years, visited by thousands of Americans. The adjacent grounds have been fashioned into a beautiful park, and the spring waters after being confined in a large concrete basin, dash down an eight-foot incline, with a flow of 30,000 gallons per minute, and then spread out into a rainbow calm as they flow gently into the Hillsborough. The sulphur with which the water is impregnated gives the spring streamlet the sheen of an exquisite silk ribbon. The reservoir, which collects the waters at their fountain-head, in seasonable weather is crowded with divers and swimmers who shoot down the incline, in a steady procession, into the calmer waters below. Pavilions for dancing, refreshments, etc., are grouped near the swimming pool, there is a large alligator farm, inclosed and in another part of the grounds, and in numerous ways Sulphur Springs Park is one of the most popular resorts near Tampa.

The fame of Sulphur Springs has attracted to the locality a considerable settlement of permanent residents, who should be included in Greater Tampa.

What are known as East Tampa, Gary and Seminole Heights, with
a total population of about three thousand five hundred, and territory immediately adjoining the city limits, estimated at some six thousand seven hundred, are also embraced in the prospective municipality of Greater Tampa. The latter is the total population outside of the city of Tampa given by the 1920 census in eight enumeration districts not classified as any particular settlements, but a continuation of the territory included in the legally constituted corporation of Tampa.

**Greater Tampa**

Greater Tampa, as based upon the Federal census of 1920, would be as follows: Tampa, 51,608; West Tampa, 8,463; East Tampa, 1,119; Seminole Heights, 1,507; Gary (east of Ybor City district), 740; Ballast Point, 717; Sulphur Springs, 591; eight enumeration districts adjoining Tampa, 6,712; territory immediately adjoining West Tampa, 501. Total, 71,058. The population thus enumerated is included in the territory within a radius of five miles of the business center of the City of Tampa, and it is within the bounds of probability that these collections of populations will be absorbed by the greater municipality within a comparatively short period. The Port of Tampa, within a radius of seven miles, is more problematic, although not impossible of absorption.

**Tampa’s Public Center**

The civic center of Tampa is on Lafayette Street, about two blocks from the Hillsborough River. The City Hall is on the south side of the street, corner of Florida Avenue, and the County Courthouse on the opposite side, corner of Franklin. The Federal building is about two blocks from the courthouse, on Florida Avenue, between Twiggs and Zach streets.

Within four blocks north of the City Hall and two or three blocks either east or west, or the district between the Lafayette and Atlantic Coast Line bridges, are located most of the banks, hotels, and leading business houses, as well as the substantial and beautiful homes of the fraternities and Christian associations.

The City Hall is the grand civic center. It is a massive and ornate structure of brick and granite, divided into sections connected by bridges. It was completed in 1915, at a cost of nearly two hundred and fifty thousand dollars. From the main portion of the structure, which contains the council chamber, the city offices, and fine accommodations for the Board of Trade and the Publicity or Information Bureau, rises a clock tower of imposing type. The rear of the hall is devoted to the “interests” of the local wrongdoers, and contains the police offices and jail and the magistrate’s courtroom.

On the opposite side of Lafayette Street, north of the City Hall, is Court House Square, the two localities sharing the honors of being the “starting place” for sight-seeing and investigation of anything concerning Tampa. Loaded with information promptly and intelligently distributed by the City Publicity Bureau, the visitor or resident alike may digest it in some of the shady nooks and on a comfortable seat before the courthouse. The tastefully arranged shrubbery and flower beds, the fountain basin in front of the county building which is the home of a placid family of alligators, and the Confederate monument, at the southeast corner of the square erected in 1911 by the local chapter of the Daughters of the Confederacy, are attractive and interesting features of the surroundings, which give the locality such a high character as a launching place for those about to see and enjoy Tampa. The building itself is constructed of brick, with stone trimmings, and a high Moorish tower distinguishes it from the other public structures of the city. It goes without much saying that the interior accommodations for the representatives of the county government, whether executive or judicial, are what they should be in a county of the age and standing of Hillsborough.
A block and a half north on Florida Avenue is the four-story white marble building which stands for the Federal Government, and includes the postoffice, offices for various United States functionaries, and quarters for the United States Custom House and Bureau of Internal Revenue. Including its site, the Government property represents an outlay of about three hundred and fifty thousand dollars. The building was completed in 1904.

**TWENTY YEARS OF PROGRESS TOLD IN FIGURES**

The Government building is an appropriate place at which to rest for a spell, in order to glean from the departments housed therein an idea of Uncle Sam's business transacted through their portals, and which is an index finger pointing to Tampa's progress in things material.

The following table tells the story for twenty years:

<table>
<thead>
<tr>
<th>Years</th>
<th>Internal Revenue</th>
<th>Customs Receipts</th>
<th>Postoffice Receipts</th>
<th>Cigars Manufactured</th>
<th>Tons Phosphate</th>
<th>Building Permits</th>
<th>Tonnage by Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>1901</td>
<td>$498,110</td>
<td>$865,409</td>
<td>$36,808</td>
<td>147,330,000</td>
<td>326,000</td>
<td>304,888</td>
<td>591,711</td>
</tr>
<tr>
<td>1902</td>
<td>442,751</td>
<td>1,250,984</td>
<td>40,858</td>
<td>141,905,000</td>
<td>412,091</td>
<td>671,863</td>
<td>632,547</td>
</tr>
<tr>
<td>1903</td>
<td>510,066</td>
<td>1,318,531</td>
<td>47,622</td>
<td>167,630,000</td>
<td>370,794</td>
<td>807,000</td>
<td>665,519</td>
</tr>
<tr>
<td>1904</td>
<td>596,312</td>
<td>1,301,189</td>
<td>59,091</td>
<td>196,961,000</td>
<td>439,289</td>
<td>1,074,432</td>
<td>865,583</td>
</tr>
<tr>
<td>1905</td>
<td>689,124</td>
<td>1,604,826</td>
<td>73,985</td>
<td>220,439,000</td>
<td>448,445</td>
<td>1,070,000</td>
<td>911,591</td>
</tr>
<tr>
<td>1906</td>
<td>731,474</td>
<td>1,750,574</td>
<td>60,144</td>
<td>257,662,000</td>
<td>579,268</td>
<td>1,282,415</td>
<td>1,000,000</td>
</tr>
<tr>
<td>1907</td>
<td>865,316</td>
<td>1,687,609</td>
<td>114,631</td>
<td>285,660,000</td>
<td>602,078</td>
<td>1,395,054</td>
<td>1,150,000</td>
</tr>
<tr>
<td>1908</td>
<td>731,048</td>
<td>1,581,390</td>
<td>119,391</td>
<td>236,681,000</td>
<td>791,030</td>
<td>1,360,255</td>
<td>1,300,000</td>
</tr>
<tr>
<td>1909</td>
<td>687,089</td>
<td>1,801,436</td>
<td>116,929</td>
<td>267,859,000</td>
<td>1,041,800</td>
<td>1,550,835</td>
<td>1,425,000</td>
</tr>
<tr>
<td>1910</td>
<td>638,335</td>
<td>1,177,262</td>
<td>168,727</td>
<td>201,405,000</td>
<td>1,120,348</td>
<td>1,685,386</td>
<td>1,525,000</td>
</tr>
<tr>
<td>1911</td>
<td>919,439</td>
<td>2,229,472</td>
<td>213,044</td>
<td>293,360,000</td>
<td>1,245,289</td>
<td>2,012,812</td>
<td>1,637,674</td>
</tr>
<tr>
<td>1912</td>
<td>854,726</td>
<td>1,659,038</td>
<td>186,920</td>
<td>273,485,000</td>
<td>963,440</td>
<td>1,883,765</td>
<td>1,833,011</td>
</tr>
<tr>
<td>1913</td>
<td>894,879</td>
<td>1,810,159</td>
<td>214,902</td>
<td>386,145,000</td>
<td>1,138,478</td>
<td>1,484,085</td>
<td>2,222,873</td>
</tr>
<tr>
<td>1914</td>
<td>856,368</td>
<td>1,780,515</td>
<td>221,232</td>
<td>267,866,000</td>
<td>890,907</td>
<td>1,615,028</td>
<td>2,815,201</td>
</tr>
<tr>
<td>1915</td>
<td>939,223</td>
<td>2,101,086</td>
<td>218,694</td>
<td>285,836,000</td>
<td>526,203</td>
<td>1,396,044</td>
<td>1,665,545</td>
</tr>
<tr>
<td>1916</td>
<td>1,011,988</td>
<td>2,171,128</td>
<td>242,128</td>
<td>311,456,376</td>
<td>380,480</td>
<td>1,298,663</td>
<td>1,348,429</td>
</tr>
<tr>
<td>1917</td>
<td>1,314,076</td>
<td>1,533,710</td>
<td>255,269</td>
<td>352,690,194</td>
<td>380,951</td>
<td>800,064</td>
<td>1,075,478</td>
</tr>
<tr>
<td>1918</td>
<td>1,984,856</td>
<td>1,582,710</td>
<td>318,072</td>
<td>368,072,618</td>
<td>173,347</td>
<td>383,397</td>
<td>747,962</td>
</tr>
<tr>
<td>1919</td>
<td>2,048,821</td>
<td>1,900,870</td>
<td>477,868</td>
<td>422,795,819</td>
<td>294,680</td>
<td>1,202,334</td>
<td>1,050,900</td>
</tr>
<tr>
<td>1920</td>
<td>2,028,469</td>
<td>1,957,071</td>
<td>603,877</td>
<td>226,042,323</td>
<td>1,314,865</td>
<td>2,636,092</td>
<td>2,149,000</td>
</tr>
</tbody>
</table>

*Estimated.*

Various enlightening comments have been made upon the statistical items of this table, some of the most comprehensive, yet condensed, having issued through the columns of Tampa Truisms, a monthly published by the local Board of Trade, and therefore authority on the subject. It notes that the growth of its commerce has been most noteworthy, since twenty years ago vessels could count on only eight feet of water up to the town at low tide. Now there are from twenty-five to thirty vessels in port every day, because the channels from tide-water to Tampa were being dredged by the Government to increase their depth from twenty-four to twenty-seven feet.

Commenting on the seven-column table, Tampa Truisms of February, 1921, observes:

"The phosphate business is back to normal and growing after a slump during the war years, when vessels were at a premium. Building permits are the greatest ever known in Tampa's history, the tonnage by water is again on its normal basis, and the postoffice receipts for 1920 placed Tampa among the fifty leading cities in the country, having passed for the first time the $600,000 mark.

"During these twenty years the United States Government has profited greatly by the development of Tampa's business and its many resources. The internal revenue collections for that period total $20,829,232, and the customs collections during that same time have amounted to $32,582,733. The postoffice receipts aggregate $3,773,743. The total of these combined Federal collections for the twenty years amounts to $57,185,248, or an average of more than $2,859,202 per year. During the year 1920 the total collections of these three departments of the Government amounted to $3,589,417, an average of nearly ten thousand dollars per day.

"During these same twenty years the cigar factories of Tampa have manufactured and paid revenue on 522,819,323 cigars, of a quality that is known the world over for its excellence. The phosphate shipments by
water through the Port of Tampa during that period amounted to 13,401,110 tons, with a distribution divided among twenty foreign countries and many coastwise ports of the United States. Within the city limits during that length of time there have been issued building permits for the erection of buildings valued at $25,803,430, and this would be increased 20 or 25 per cent with the addition of the permits in the suburbs."

**NATURE OF TAMPA’S COMMERCE**

The nature of the commerce which passes through the Port of Tampa is so varied that during 1920 more than one thousand vessels sailed from its harbor, bound for twenty different countries. Nearly four-fifths of them carried Tampa cargoes. In that year, its water commerce returned to pre-war level, with a total of approximately two million one hundred and forty-nine thousand tons handled, the greatest since 1914.

In importance, from every standpoint, the shipment of phosphate leads all the rest. The development of this industry, in which Tampa leads the world, is illustrated by the table, which shows the usual slump in water commerce during the war period on account of lack of vessels. Since its close, the industry and the commerce built upon it have taken a bound. The demand is practically world-wide, and the prime reason why it is Tampa’s golden egg is that more than half of the world’s supply is within the Florida area tributary to the city and that fully four-fifths of the farmers and others in the United States depend upon the same source of supply. Only ten per cent of Florida’s supply of phosphate rock is outside of Tampa’s commercial territory. Of the 1,314,865 tons shipped in 1920, 578,302 tons went to foreign ports, while 736,563 were sent to coastwise ports. And these figures do not take into account the shipments by rail. It is said that Tampa and Port Tampa have already the fastest loading facilities for phosphate products in the world, with others constantly being added.

Next in order of importance to the industry and commerce based on the mining of phosphate, comes the export lumber business. Hundreds of thousands of feet of Florida lumber go out of Tampa every week, principally to Cuban ports. Schooners belonging to local lumber companies carry the bulk of this cargo, with occasional steamers clearing with large cargoes. The total of lumber exports for 1920 was 40,641,680 feet, and would have been considerably larger but for the financial difficulties arising in Cuba which materially cut down the December shipments.

A large item in the import trade is the bringing in of cocoaanuts. In the past four years this trade has increased enormously and has served to provide lumber vessels with inbound cargo. Ten million two hundred and ninety-seven thousand nuts were imported through Tampa in 1920, ranking second only to New York as a cocoaanut importing port. These nuts come from Honduras and Jamaica.

The leader in imports, however, is oil. Thousands of barrels of fuel and refined oil are brought in each month from Mexico, Texas and Louisiana. The total importation in 1920 was 2,480,091 barrels. Five oil companies have large storage tanks here, the Gulf Refining Company, Standard Oil Company, National Petroleum Corporation, Mexican Petroleum Corporation and Texas Company, supplying the demands of the territory, the phosphate mines using great quantities of fuel oil. The local companies also send regular consignments to other gulf ports.

**MANUFACTURE OF CIGARS**

Large quantities of tobacco are imported from Cuba to be converted into the clear Havana cigars, upon which old Ybor City (now a part of Tampa) and a large portion of West Tampa, rely for their very existence,
and which is still the leading industry of Tampa itself. Its 150 factories employ some ten thousand men, and since February, 1921, have been operated as “open shops.” But whether the cigars are made in Tampa or West Tampa, the imported raw material pays the Government duty through the Tampa Custom House and the bulk of the business is financed by the banks of the larger city. In fact, West Tampa and Ybor City have only one bank each, of small capital and founded less than twenty years ago.

The processes by which the cigar manufacturer obtains the raw material for his finished product is succinctly told in Rinaldi’s Official Guide Book, published periodically in Tampa and edited by Charles V. Van Horn. He thus describes the necessary steps: “Procuring desirable tobacco is the most difficult task of the clear Havana cigar manufacturers. All the local factories either have a member of the firm, or one of its trusted employees, in Cuba, to attend to this most important part of the work. The tobacco is bought in bales, and as there is no uniformity in

**Phosphate Mine**

the size of the leaves, and as only the largest and finest are used for cigar wrappers, it takes the greatest experience in selecting and pricing the stock. An experienced tobacco buyer saves his firm thousands of dollars in the course of a year.

“After the manufacturer buys his tobacco, it is imported to this country in bond, the boat bringing it here, giving its bond to the Government to deliver it unopened to the custom authorities, where it is appraised and the proper duties levied upon it. It is then stored in the bonded warehouse, the Government allowing the firm to take it out as required, paying the duty as it is consumed.

“Many factories have their own bonded warehouses which are under Government supervision, where large quantities of tobacco are stored, and nothing but imported tobacco is allowed to enter the factory. Government inspectors are at all times in attendance, and when the employees of the factory go home for the night, some one in authority turns the key of the place belonging to him, and the Government employe in charge locks another lock, and without the two keys not even the owner of the factory would be able to enter it until the next morning.”

Cedar logs are also brought in from Cuba for the manufacture of
boxes as containers for the cigars, and tropical fruits are imported in large quantities, including grape fruit from the Isle of Pines during the summer season when Florida fruit is not obtainable.

**PORT OF TAMPA**

The superior facilities and improvements of the Harbor of Tampa as a commercial port are centering along the estuary, east of the mouth of the Hillsborough River, known more particularly as Ybor Channel or Estuary, at the head of Sparkman Bay. In this locality did Signor Ybor found the cigar industry of the Tampa region nearly forty years ago.

The Oscar Daniels Company, operators of the leading shipyard, have their large plant at the junction of the estuary with the bay; the great oil docks of the Texas Oil Company are farther north, on the east side of the estuary, and those of the Mexican Petroleum Company on the eastern shores of Sparkman Bay; and the Tampa Dock Company has had in operation since July, 1919, a marine railway in connection with its shops which are equipped to repair both wooden and steel vessels of small tonnage.

The Municipal Terminals are well under way on the west side of the estuary. The plans of the Board of Port Commissioners involve the dredging of a slip 815 feet long and 250 feet wide, with municipal wharves and railroad connections. Large warehouses are to be erected, with modern freight handling and transfer accommodations— all for the use of the public, under reasonable charges and regulations.

It is said that a local firm will construct a larger slip opposite that built and operated by the city, the abutting land to be leased to industrial concerns with the privilege of constructing their own docks.

At the Seaboard Air Line Railroad terminals, on the western side of Sparkman Bay, are two large phosphate elevators. As there are four at Port Tampa, the facilities provided in the Tampa district for the handling of its leading article of commerce are adequate, if not generous.

The Mallory and the Gulf & Southern Steamship docks are at the foot of Franklin Street, and have their frontage on the Hendry and Knight ship channel, which connects Ybor Estuary with Hillsborough Bay. The Mallory Line operates a weekly freight service between Tampa and Mobile and New York, while the Gulf & Southern Steamship Company maintains a ten-day freight service between Tampa and New Orleans, where it connects with rail lines serving the North and West. This fact is an additional proof that the water fronts southeast of the city are the most striking outward evidences of the large and growing commerce enjoyed by the City of Tampa. There are minor lines with headquarters in that locality, and a large independent fleet of small schooners ply in trade between Tampa and Cuba and Central America.

A few blocks west of the proposed municipal improvements along the estuary front, at the foot of Zack Street on Nebraska, is the Union Station into which run the Atlantic Coast Line, the Seaboard Air Line, the Tampa Northern and the Tampa & Gulf Coast. The two railroads first mentioned make connections for all northern points; as well as those in Florida; the Tampa Northern and Tampa & Gulf Coast lines, restricted as to territory, accommodate various local stations as far north as Hernando County, and Pinellas County on the west. The Tampa & Gulf Coast Line includes such points as St. Petersburg, Tarpon Springs and Port Richey, Clearwater and Indian Beach. St. Petersburg may also be reached by several local lines of bay and river steamers. In the spring of 1920, double daily passenger service was established between Tampa, Bradentown and other Manatee River points by the Tampa Southern Railroad. So that from the Union Station, which is in the commercial center of Tampa, radiates the railway lines connecting not
Scenes in Shipbuilding Yards
only with the nearby places in Florida, but, through other larger systems, with the United States at large.

**Public Departments and Utilities**

The City of Tampa, as it stretches along the shores of Hillsborough and Sparkman bays, about four miles inland and more than two miles from east to west, is a thrifty, well built city, with wide business streets, several beautiful residential sections, fine lighting service, good water, fully protected by fire and police departments, and made safe for residents by a carefully devised sewerage system and other sanitary precautions. To be more exact, the area of Tampa is 8.6 square miles. Underneath its 174 miles of streets, more than half of which are paved with brick, rock or asphalt blocks, run more than ninety-one miles of sanitary sewers. Its mileage of sidewalks amounts to 184.

In 1920, Tampa had a total assessed valuation of real and personal property amounting to $34,056,811, and its revenue was $848,721. In 1892, the valuation was $3,387,120, indicating an increase of nearly ten-fold in twenty-eight years.

The protection of property and life, and the assurance of law and order, through the police and fire departments, were early aims and partial accomplishments of the City of Tampa. Provisions looking to these ends were contained in the act of incorporation, finally becoming law by executive sanction in December, 1855. In the early minutes of the Mayor's Court (1857), when D. A. Branch was mayor and S. Stringer, clerk, there are numerous entries charging many offenses against citizens, who had fought and assaulted on the streets, stolen and otherwise committed misdemeanors; and in the following year Oakley Mansfield was elected marshal. During the period of the Civil war, the military authorities of the Federal Army constituted the local police force, and for years afterward the civil body of law-enforcers was a rather loosely jointed organization.

The records of the department do not extend much farther back than 1887. Prior to that time and, indeed, up to 1895, the old country village plan of electing the marshal by popular vote was in vogue. In 1895, a change in the city charter placed the appointing power in the hands of the mayor and named the old official as chief of the department. Since then the police department has expanded and risen in grade until it is now the equal of the other cities of its size, North or South. It has a force of from fifty to sixty men, officered by a chief, captain, two lieutenants, two sergeants, three detectives, three motorcycle officers and two patrolmen. Headquarters building is fitted up with first-class sleeping accommodations, modern bathing facilities and a fine gymnasium. The Gamewell call system has been in operation for a number of years, and through it the force, or any portion of it, can be readily massed at any desired locality in the city. As to the detection of criminals, the Rogue's Gallery and the Bertillon system of finger prints are in charge of one of the lieutenants at the central station. Other up-to-date methods are in operation to maintain the department up to the demands of a growing city.

Tampa was no exception to all small American towns, in that its fire department was first organized and conducted by volunteers, who protected the property of the place as best they could, with their hand engines, buckets and antiquated water supply. Small steam engines, often second-hand, came later. Fortunately, no disastrous fire marked this primitive period of unpreparedness.

In 1894, the department was reorganized on the basis of part-pay and part-volunteer, with A. J. Harris as chief. There were fifteen men on the payroll and about one hundred of the old-time volunteers continued with the new department, either because of the excitement of "fighting fires," or in the hopes of graduating into the paid list. Included
in the equipment of 1894 were eleven horses. The volunteers were gradually displaced by full-pay men, and the horses, by business-like motors. The present equipment consists of two triple combination motor pumps (American-LaFrance type), two steam-fire engines, and four combination auto trucks, with combination wagons and autos for the chief and his assistants. Six stations are in the city, headquarters (No. 1) being at the corner of Zack and Jefferson streets. A number of substations are in West Tampa, which depends upon the main city for its fire protection.

More intimately related to the public sanitation of Tampa than any other of its public utilities are its water works and sewerage system. The water and fire systems are also necessary allies, and, for the past twenty years, the discussion has waged back and forth as to the advisability of making the waterworks municipal property. In order to bring the matter to some sort of a conclusion, the Tampa Waterworks Company, which furnished the supply for both Tampa and West Tampa, fixed the price of its property at $1,400,000. That was in 1921. After an investigation, the City Commission, which had the matter in charge, decided that $900,000 was a fair valuation and offered the company that sum. An arbitrator between the city and the company has been suggested, and still the waterworks are little nearer the point of becoming municipal property than they were twenty years ago. West Tampa's water plant is municipally owned.

There are now in service in Tampa more than eight hundred fire plugs, with about one hundred in West Tampa, and the mains are gradually being extended to the suburbs of both cities. Altogether, more than eighty miles of mains are in operation, and the daily average consumption of water amounts to 7,000,000 gallons. Domestic pressure is maintained at sixty pounds, save in case of fire, when the house lines are cut off and direct pressure is applied at from ninety to one hundred pounds. It is estimated that, in case of necessity, 22,000,000 gallons daily could be supplied.

The city's water supply comes from a spring and a number of artesian wells, varying in depth from 160 to 400 feet, and the main pumping station is on the east side of the Hillsborough River, at Highland and Seventh avenues. A block east, at Seventh and Tampa, is a large concrete reservoir, constructed in 1915, and one of the latest improvements of the water system. It is 123 by 206 feet in surface area, with a twenty-foot depth of water, and its capacity is 3,500,000 gallons. The reservoir is not needed for the ordinary supply of the city, but is held as a reserve in case of a great fire, or other emergency. It is calculated that it can furnish twenty fire streams for ten consecutive hours, without interfering with the regular city supply. Three substations are located in Gary, northeast of the city limits. All the sources of the water supply are carefully protected from contamination, and its purity is assured by chemical and bacteriological examinations made by the State Board of Health. Other precautions to ensure a healthful supply after it enters the pipes are embodied in the company's contract with the city, which makes it obligatory that all the mains be flushed in the spring and fall of each year, and the valves of the hydrants thoroughly cleaned.

The sewerage system of Tampa embraces 91.7 miles of sanitary sewers and 6.25 miles of storm sewers. It is operated under what is known as the Imhoff system of purification. The sewage of the city passes to the disposal tanks at Elliott Street, Garcia Avenue and DeSota Park, with the auxiliaries at Watrous Avenue, Lee Street and Krause Street. Within these tanks, by chemical treatment, a course of bacterial fermentation is set up, which separates the liquids from the solids. The former pass off as clear, harmless water, while the latter are precipitated to the bottom of the tanks as “sludge,” which is removed as occasion demands. The entire cost of the system to the city was in the neighborhood of $800,000.
The distribution of an ample and pure water supply to the Tampa district, and the elimination of sewage impurities before they find their way into the bays and streams of the locality, tend far to make the region a healthful abiding place for sixty or seventy thousand people.

As the foregoing agencies of the people have aimed to protect them in the possession of their lives, safety, property and health, there are several other public utilities which have brought them into close touch and radically developed their comforts and prosperity.

Tampa is not so old that she had to suffer a period of primitive local transportation operated by animal locomotion. There was even no historic transformation from horse cars to the cable system. In the middle '80s, the present Tampa Electric Company laid two miles of tracks from the downtown district to the outskirts of the city. In 1885, the “system” operated two dummy steam engines and three passenger coaches. Gradually, electricity displaced steam, as the city expanded and the people demanded its application not only as a cleaner and more efficient motor agent than steam, but for purposes of lighting and power.

The Tampa Electric Company of 1922 was furnishing the cities of Tampa and West Tampa with railway, light and power service. A ten-mile interurban line runs along the Bayshore to Ballast Point and thence southwest to Port Tampa, while a six-mile line terminates at Sulphur Springs, five or six miles north of Tampa. Excellent car service is also furnished DeSota Park, Gary, McFarlane Park and Plant Field, as well as various other residential sections. More than sixty miles of tracks are in operation, and the rolling stock comprises nearly one hundred and fifty cars—open passenger, the Birney one-man cars, construction and miscellaneous.

The lighting and power system furnishes current to the residential and business sections. Bay Shore Boulevard presents the finest illustration of its lighting capacity. Power is furnished to nearly all its industries, including the shipyards, ice factories, cold storage plants, box factories and the elevators of cigar factories.

Two generating stations supply electricity, one of which is located in the city and the other on the Hillsborough River, about seven miles distant. The picturesque dam at that point furnishes the water power which generates the electricity of this so-called substation. The Hills-
HISTORY OF FLORIDA

borough River plant has a capacity of less than one thousand horsepower, while the city, or central plant, has a capacity of nearly twenty thousand. The downtown station burns oil as fuel. It was erected in 1904 and enlarged in 1906, 1908, 1914 and 1917, its expansion being an added indication of the growth of the twin cities and the territory served by the Tampa Electric Company. The company also owns a large building with capacity for 100 cars, shops, supply rooms and offices, as well as special headquarters for the convenience of the lighting department. It is one of the great agencies of Tampa which has, for years, held a dual position—both met its developmental needs and at the same time assisted in its growth. The Tampa Electric Company has also been a social factor therein. It has brought the people of the city together, and through its ownership and improvement of Ballast Point Park, on Bay Shore Boulevard, has brought varied amusement and recreation to their doors.

The Tampa Gas Company has been a useful organization since its establishment in March, 1885. Strictly writing, in 1906 the company now operating absorbed the older organization, retaining the original name. When the old concern was organized, the company had less than one hundred subscribers; in 1910, there were 1,500 subscribers and in December, 1921, about eight thousand five hundred. The manufacturing plant of the company occupies three blocks in the industrial zone on the estuary, while the distributing plant and official headquarters are in the downtown district. The original gas tank used by the company has a storage capacity for 30,000 cubic feet of gas; the new one, which was erected in 1912, has a capacity of 600,000 feet. It is 105 feet in height and 100 feet in diameter. In 1922, the producing capacity of the entire gas plant was about two million feet per day, and the consumption more than half of that amount. In 1912, the Tampa Gas Company may be said to have been firmly planted on its present broad basis, since much construction work was accomplished during that year besides the erection of its large gas tank, and the corporation purchased, as executive and administrative headquarters, the large structure known as the Tampa Gas Company Building.

The gas system now embraces more than one hundred miles of mains and supplies Tampa City, including the suburbs of Seminole and Moody Heights. Extensions to Sulphur Springs are believed to be next in order. The company operates a plant in Lakeland and has an electric light and ice plant in Plant City.

Tampa is headquarters for the Peninsula Telephone Company, which substantially has (1922) 10,000 telephones in its system and 10,000 miles of wires in operation. The organization is more than twenty years of age and is placed as the “largest and most progressive independent telephone company in the South.” Substations are operated in West Tampa, Seminole Heights, and Ybor City and Hyde Park districts. Outside of the immediate Tampa zone, the Peninsula Telephone Company operates exchanges in Hillsborough, Pinellas, Polk and Manatee counties, in a large territory west, east and south of the city. The places at which the exchanges are established are Bartow, Bradenton, Plant City, Haines City, Lake Wales, Clearwater, Frostproof, Winter Haven, Lakeland, Mulberry, Sarasota, Tarpon Springs, Largo and Port Tampa.

Banks of the Tampa District

Besides the financial institutions already mentioned, the members of the Tampa Clearing House Association (organized in 1907) include the following: Latin-American Bank, established in May, 1912; First Savings & Trust Company, July 1, 1914, and the Morris Plan Bank in May of the same year. The ten Tampa banks within the association and which serve the financial needs of Tampa and West Tampa have had a remarkable growth from 1906 to 1920, inclusive. In December, 1919, the old American National Bank and the Citizens Bank and Trust Com-
pany were merged to form the Citizens-American Bank and Trust Company. By keeping that fact in mind, as well as the dates of organization of the last four banks in the tables, the various blanks which appear will be understood.

The capital, surplus and undivided profits of the Tampa banks are noted for 1906, 1916, and 1920 (December 31), as follows:

<table>
<thead>
<tr>
<th>Banks</th>
<th>1906</th>
<th>1916</th>
<th>Dec. 31, 1920</th>
</tr>
</thead>
<tbody>
<tr>
<td>First National Bank</td>
<td>$485,152.00</td>
<td>$911,476.36</td>
<td>$1,129,614.28</td>
</tr>
<tr>
<td>Exchange National Bank</td>
<td>200,000.00</td>
<td>586,085.14</td>
<td>750,375.78</td>
</tr>
<tr>
<td>American National Bank</td>
<td>290,000.00</td>
<td>492,351.22</td>
<td></td>
</tr>
<tr>
<td>Citizens Bank &amp; Trust Co.</td>
<td>384,000.00</td>
<td>783,002.68</td>
<td></td>
</tr>
<tr>
<td>Citizens-American Bank &amp; Trust Co.</td>
<td></td>
<td></td>
<td>1,451,010.00</td>
</tr>
<tr>
<td>Bank of Commerce</td>
<td>60,000.00</td>
<td>122,847.18</td>
<td>123,903.32</td>
</tr>
<tr>
<td>Bank of Ybor City</td>
<td>61,902.00</td>
<td>217,167.15</td>
<td>264,205.93</td>
</tr>
<tr>
<td>Bank of West Tampa</td>
<td>26,000.00</td>
<td>65,040.00</td>
<td>75,000.00</td>
</tr>
<tr>
<td>Latin-American Bank</td>
<td></td>
<td></td>
<td>62,396.16</td>
</tr>
<tr>
<td>First Savings &amp; Trust Co.</td>
<td></td>
<td></td>
<td>538,583.50</td>
</tr>
<tr>
<td>National City Bank</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Morris Plan Bank</td>
<td></td>
<td></td>
<td>55,178.35</td>
</tr>
<tr>
<td>Total</td>
<td>$1,507,054.00</td>
<td>$3,760,705.07</td>
<td>$5,095,083.06</td>
</tr>
</tbody>
</table>

The deposits of the banks for the years named were as follows:

<table>
<thead>
<tr>
<th>Banks</th>
<th>1906</th>
<th>1916</th>
<th>Dec. 31, 1920</th>
</tr>
</thead>
<tbody>
<tr>
<td>First National Bank</td>
<td>$1,522,700.00</td>
<td>$3,745,527.05</td>
<td>$5,975,480.60</td>
</tr>
<tr>
<td>Exchange National Bank</td>
<td>937,000.00</td>
<td>2,800,475.52</td>
<td>4,223,065.22</td>
</tr>
<tr>
<td>American National Bank</td>
<td>777,984.00</td>
<td>1,423,936.46</td>
<td></td>
</tr>
<tr>
<td>Citizens Bank &amp; Trust Co.</td>
<td>1,377,523.00</td>
<td>2,426,771.97</td>
<td></td>
</tr>
<tr>
<td>Citizens-American Bank &amp; Trust Co.</td>
<td></td>
<td></td>
<td>7,837,920.40</td>
</tr>
<tr>
<td>Bank of Commerce</td>
<td>150,000.00</td>
<td>474,773.18</td>
<td>621,349.10</td>
</tr>
<tr>
<td>Bank of Ybor City</td>
<td>274,922.00</td>
<td>661,553.28</td>
<td>1,380,886.71</td>
</tr>
<tr>
<td>Bank of West Tampa</td>
<td>44,270.00</td>
<td>175,255.75</td>
<td>318,033.78</td>
</tr>
<tr>
<td>Latin-American Bank</td>
<td>183,389.79</td>
<td>358,441.02</td>
<td></td>
</tr>
<tr>
<td>First Savings &amp; Trust Co.</td>
<td>400,308.91</td>
<td>1,127,597.15</td>
<td></td>
</tr>
<tr>
<td>National City Bank</td>
<td></td>
<td></td>
<td>1,874,074.78</td>
</tr>
<tr>
<td>Morris Plan Bank</td>
<td></td>
<td></td>
<td>30,989.97</td>
</tr>
<tr>
<td>Total</td>
<td>$5,084,399.00</td>
<td>$12,293,991.91</td>
<td>$23,747,838.82</td>
</tr>
</tbody>
</table>

Following are the records of the Clearing House since its organization in September, 1907:

<table>
<thead>
<tr>
<th>Year</th>
<th>1908</th>
<th>1909</th>
<th>1910</th>
<th>1911</th>
<th>1912</th>
<th>1914</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$26,428,182.33</td>
<td>$32,052,597.26</td>
<td>$43,387,325.09</td>
<td>$45,895,767.84</td>
<td>$48,157,691.16</td>
<td>$53,766,400.53</td>
</tr>
<tr>
<td></td>
<td>1915</td>
<td>1916</td>
<td>1917</td>
<td>1918</td>
<td>1919</td>
<td>1920</td>
</tr>
<tr>
<td></td>
<td>$50,275,602.43</td>
<td>$51,352,056.31</td>
<td>$59,582,510.65</td>
<td>$73,826,741.60</td>
<td>$96,147,036.44</td>
<td>$125,210,452.16</td>
</tr>
</tbody>
</table>

**Spread of Business**

With such fine banking facilities, Tampa has no difficulty in meeting the demands of established business and industries, as well as the new enterprises which are again springing up in its tributary territory. During the year 1921, ninety-one concerns applied for charters, or amendments to those under which they were operating, for increases in capital stock. More than ten million dollars was involved in that financial movement. The largest enterprises chartered were the Buckeye Nurseries Corporation, with a capital of $2,000,000, and the Temple Orange Growers, Inc., capitalized at $1,500,000.

Aside from the cigar and shipbuilding industries, Tampa has established and is developing such lines as the manufacture of confections, brooms and fibre brushes, office fixtures, citrus packing machinery, soft drinks, iron foundry products, packed and frozen meats, fertilizers, and mill supplies.

Tampa is the logical center of trade for Southern Florida, and its Board of Trade, Wholesale Grocers' Association, Traffic League, Citrus Exchange, and other similar organizations, are pushing its business
accordingly. Business done by wholesalers of the city in its tributary area is estimated at $30,000,000. What that territory includes is thus claimed by Tampa Truisms, a monthly issued by the Board of Trade:

"Tampa is the commercial, financial and industrial metropolis of South Florida, an agricultural section continuously growing. In this section—known as Tampa's trade territory—there are eighteen counties and each of the eighteen is rated as one of the progressive counties of the state, showing good increases each year in population and agricultural development.

"The 1920 Federal census records a population of 352,885 for these eighteen counties. These counties represent the wholesale grocery territory, but do not include all of the counties which are served by other wholesale lines in Tampa, some of which cover the entire state with their products.

"The 1920 census shows that there are seventeen cities in Florida having a population of more than five thousand, and of these seventeen, nine cities are in South Florida. There are seventy-two cities having a population of more than one thousand and forty-two of these are in South Florida.

"A large number of salesmen is required to cover this expanse of territory, and the local firms have many road representatives, some traveling by train, but a great many using their own or company's cars.

"As evidence of the steadily increasing sales forces, the Tampa Council of the United Commercial Travelers has grown from twenty-two members in 1907 to more than two hundred members at the present time. This, of course, does not include all of Tampa's traveling salesmen, but is a fair indication of the percentage of increases.* * *

"The trade territory conceded to Tampa without competition, taking in the West Coast and the central part of Florida as far north as Ocala and as far east as Winter Park, and all of the territory south and west of those points down to the lower end of Lee County, includes a radius of about 125 miles. Many of the firms handle business at a much greater distance, but that is the territory nominally known as Tampa's trade territory. It is estimated that the population in this territory is a little more than 400,000, and the volume of business received justifies that estimate.

"In 1885, Tampa was more of a trading post than a city, the territory within a small radius being supplied by one firm of general merchants. The Tampa Commercial Company was the first wholesale grocery house in the city, being without a local competitor. Jacksonville, Savannah, New Orleans and Mobile being the nearest competitors. That concern operated for several years and then closed down, leaving Tampa without a legitimate wholesale grocery. The people here were still skeptical about the future growth of the city, and regarded the wholesale business at that time as a gamble. An adventurous retail grocery firm made the plunge, however, and the resulting success caused other firms to establish in business.

"From that time on there has been a steady increase in the wholesale business in Tampa, with a total of 126 firms at the beginning of 1921. This business amounts to approximately $30,000,000 annually, and every product on the jobbers' list can be secured through the wholesale houses and manufacturing agents located in the city.

"The year 1920 was a hard one for the wholesale grocers here, as throughout the country, even though larger sums of money were handled by each firm. The market is now fairly adjusted, the old year's losses checked off, and the wholesalers are looking forward to the best year in their history.

"One of the outstanding features of the progress made in 1920 is the enlarging of the trade with southern countries, particularly Cuba and the Isle of Pines. This trade is handled in connection with the importation of fruit from those countries, the schooners bringing in fruit"
and returning with cargo of groceries and other supplies. This is an almost unlimited field and is probably the biggest possibility offered Tampa in the way of port and commercial development."

**Citrus Industry and Commerce**

Tampa is the greatest primary citrus market of Florida and one of the leading centers of the industry in the world. The shipping season opens about the first of October, and continues throughout the fall and winter, and marks an especially busy time in the citrus belt of central Florida and Tampa. The final wind-up of the shipping has gradually extended with the increase in crops, until it now comes in June when certain packing houses clear up Valencia oranges, the latest maturing variety grown in commercial quantities, in Florida, the citrus output-including oranges, grapefruit and tangerines—which Tampa largely handles has increased, within the past decade, from approximately $8,000,000 (season’s value) to about $45,000,000.

As Tampa is likewise the center of a large citrus producing area, it is naturally headquarters for the various Florida organizations established to promote the scientific growth of the fruits and facilitate their handling. The leading associations of that character are the Florida Citrus Exchange, founded on the plan of the California Fruit Growers Exchange and organized in 1909 (now comprising 4,000 members) and the Exchange Supply Company, which handles the cooperative purchases of the parent organization.

**The Educational Factors**

Tampa’s educational facilities have kept abreast of its municipal, financial, commercial and business progress; if this were not so, it would not be an American city. The local system is operated on the plan of six years of grammar school, three years of junior high school, and three years of senior high school. There are ninety-five schools in Hillsborough County, seventy-two white and twenty-three colored; five junior high schools and two senior high schools. Tampa has eighteen public schools for white pupils and eight for colored, and twenty parochial and business establishments of standing.

The public schools are well conducted and modern. One of the noticeable features of the local system is that children of winter visitors may obtain schooling on the same basis as resident pupils, without charge for tuition. This arrangement enables people coming to Tampa for the entire season, or only a part of it, to enter their children for any desired period without break in their school work.

As security for the health and well-being of the children, four nurses (three white and one colored) are provided; at intervals examinations are made by physicians of the State Board of Health, and free medical and dental clinics are maintained for the benefit of parents who are unable to pay for necessary treatment.

The best of the public school buildings have been constructed within the past decade. The years 1916-17 were especially prolific in construction work. Of that period is the James Madison Junior High School, at Madison and Pierce, with its elevator service, large auditorium and swimming pool (in the basement). The East Tampa Junior High is at Palmetto Beach; the George Washington Junior High, at Michigan Avenue and Mitchell Street; the Hillsborough High, at Highland and Euclid Avenue, and the Woodrow Wilson Junior High School, at Swann Street and Edison Avenue. The Lenox High School for colored pupils is at the corner of Thirty-seventh Avenue and Twenty-eighth Street.

Among the educational institutions of a sectarian nature, the Jesuit College of the Sacred Heart is perhaps most prominent. It was founded in September, 1899, and its attendance so increased that its home was
FRUITS AND BERRIES IN DECEMBER
transferred from the old St. Louis Church to the edifice now standing at the corner of Madison Street and Florida Avenue, opposite the Hillsborough Hotel. This change was made in 1915.

Both Tampa and West Tampa have public libraries. The one in Tampa, located nearly in the territorial center of the city, corner of Seventh Avenue and Franklin Street, was erected in 1915 at a cost of $50,000, and has a collection of 17,000 books. It is a Carnegie institution and is characteristically tasteful and convenient.

The newspapers are mixed agents of education, inspiration and practical business. Daily leaders of the press are the Tribune, founded in 1892, and edited and managed by W. F. Stovall; the Times, established in 1893, of which D. B. MacKay is the editor and owner; and Prensa Press, an evening organ of the Spanish element edited by L. Cortes Labra. The citrus and horticultural interests generally are represented by the Florida Grower, founded in 1908 and edited by Edgar A. Wright, and the Citrus Industry, which has been published since 1920 and edited by S. L. Frische. Labor and unionism have an organ in the Citizen, by Frank B. Hill, and the colored people have a special representative in the Bulletin, by M. D. Potter. There are several Spanish publications, other than the Prensa Press.

Churches, Associations and Homes

The forty churches which have been established in Tampa for the spiritual education and uplift of white people and the added score, for the benefit of the colored populace, with the Christian associations and the hospitals and the homes, have their fine records of achievement. They are so numerous and ramify into so many corners of the city that if each were set forth in detail, the pages of this work could contain no other history. The Baptists, Methodists and Roman Catholics predominate, after whom come the Presbyterians, Congregationalists and Episcopalians. There is no Roman Catholic organization among the colored people, and only one Episcopal church. According to statistics compiled in 1920, the total membership in forty of the large churches of Tampa was 13,193, the value of their property $1,036,000, and their contributions to various causes, $229,745.

The Latin-Americans of Tampa and West Tampa have organized a number of prosperous clubs and two of them have founded sanatoriums for the special benefit of their members. On the Bayshore Boulevard more than three miles from the city, is a large and handsome structure of brick and gray stone, surrounded by nicely improved grounds. It is the sanatorium of the Centro Espanol Club, which erected the building, in 1904, at a cost of $85,000. The sanatorium of the Centro Asturiano Club, on Jackson Street, modern in construction, with beautiful surroundings, was built in 1914.

The clubhouse of the Centro Asturiano, at Nebraska and Ninth Avenue, is one of the finest structures of its kind in the south, and with its furnishing represents an outlay of $140,000. The home of the Centro Espanol Club is on Seventh Avenue, and is also an ornament to the city. Both houses are thoroughly equipped for entertainment, recreation, physical culture and social functions, which, with the provisions made for the care of their members in sickness, are good illustrations of the fraternal thoughtfulness of the typical Latin-Americans.

Circulo Cubano (Cuban Club of Tampa) was organized in 1900, has over 3,000 members and is the largest Latin Club in Tampa. It has a fine club house at Tenth Avenue and Fourteenth Street, and the care of its sick or injured members is confined to the Plant Park Infirmary.

The Gordon Keller Memorial Hospital, on North Boulevard, is a city institution, principally for emergency cases. A training school for nurses is attached to it.

The Clara Frye Hospital, on Lamar Avenue, is for colored people.
The Children's Home, on Florida Avenue, was organized about twenty-five years ago, and has been at its present location since 1902, while the Old Peoples Home, on Hampton Avenue, dates from 1899.

Tampa has had flourishing organizations of both Y. M. C. A. and Y. W. C. A., for a number of years. The Y. M. C. A. was organized in 1907 and occupies a handsome five story building of brick and granite, at Florida Avenue and Zack Street. Therein all the facilities for mental, physical and moral culture usually provided by that organization of wide fame are furnished. In 1913, the Y. W. C. A. was organized, and is progressing at its temporary home at Morgan and Madison streets.

The Salvation Army, a hand-in-hand organization with the Associations, has commodious headquarters at Harrison and Tampa streets.

SECRET, BELEAGUERED AND MISCELLANEOUS ORGANIZATIONS

Although Tampa and West Tampa have numerous and well-supported organizations of a secret, social and benevolent order, such as those affiliated with Masonry, the I. O. O. F., Knights of Pythias and the Elks, the membership in them is somewhat limited because of the large and strong Latin-American element, which staunchly supports its own clubs. In addition to the Circulo Cubano, Centro Asturiano and Centro Espanol, of Tampa, there are the Centro Espanol, of West Tampa, with a clubhouse at the corner of Howard Avenue and Cherry Street, and the L'Union Italiano (Italian Club), at Seventh Avenue and Eighteenth Street, Tampa. The home of the Italian Club, was completed in 1918, at a cost, with furnishings, of some $95,000. It has a membership of more than 1,000.

The Masonic Order was established in Tampa, in 1901, and its various bodies have been growing rapidly since. In 1917, the fraternity purchased property at Lafayette and Marion streets for the purpose of erecting an impressive temple, or cathedral, to accommodate the large and growing membership of the Scottish Rite. In the spring of 1922, the change of quarters was made from the Peninsula Telephone Company building to the beautiful and massive home at the locality mentioned. The building, 105 feet square and more than 40 feet high, had been completed at a cost of $100,000 and looked like an impressive, mysterious Egyptian temple.

The local lodge of the Scottish Rite, for which this is to be such a fitting shrine, numbers about 1,000. Tampa Consistory No. 1 of the Ancient and Accepted Scottish Rite of Freemasonry was chartered on October 24, 1901. The other coordinate bodies of the Scottish Rite associated with the jurisdiction of Tampa Consistory were chartered as follows: Tan Lodge of Perfection, October 20, 1901; McLean Chapter of Knights Rose Croix, October 20, 1899; Bruce Council Knights Kadish, October 24, 1901. In 1901, the Lodge of Perfection had ten members; in 1921, 932. The Chapter of Rose Croix, in 1901, had forty-two members, and 665 members in 1921. In the same year the council had a membership of thirty-seven; in 1921, of 949. The Consistory itself had but thirty-two members in 1901, and 938 in 1921.

The coordinate bodies leased the fourth floor of the Peninsular Telephone Company building in 1915, when the membership had grown to more than 200, and for the first time the order was enabled to hold its meetings in rooms devoted exclusively to the use of the Scottish Rite. Now that it holds such rites in its own grand temple, an even greater growth than that it has enjoyed, is assured.

The Masons also number in their order two chapters of the Order of the Eastern Star. Unity Encampment No. 12, I. O. O. F., of Tampa, is one of the thirteen encampments in Florida. It was chartered in 1901, and has nearly seventy members. The order also comprises three lodges for men, and two Rebekah lodges.
The Knights of Pythias and Pythian Sisters, through their lodges and Temples, have their home in Pythian Castle, a red brick building at the corner of Lafayette and Morgan streets, and the Elks have one of the most ornate and attractive club buildings in the city as the home of Tampa Lodge No. 708. It is at the corner of Madison Street and Florida Avenue and was erected at a cost of $125,000.

The Woman's Club of Tampa is active and a member of the State and National federations. In January, 1920, was organized the Business Professional Women's Club of Tampa, which afterward was admitted into the City League of Women's Clubs. The Kiwanis Club, a little older, is composed of men drawn largely from similar classes of the community. Tampa has, further, a live Rotary Club, the Sunset Club (membership limited to those who have reached seventy years of age), and the Tampa Yacht and Country Club. The last named is unusually strong and is composed of many of the city's best people. The club house and grounds adjoin Ballast Point Park and the property is valued at $50,000.

Tampa's Attractions

Few cities in Florida can present a more varied selection of attractions than Tampa. Its eighty acres of parks and playgrounds, valued at $2,000,000, include Plant Park, which surrounds Tampa Bay Hotel and is liberally checked with tennis and croquet courts, and swings and games for the children. Nearby is Plant field, with its athletic grounds, horse and motorcycle courses. The locality is also headquarters for the South Florida Fair. Its February programme, extending over a large portion of the first half of that month, includes the usual exhibits: horse racing and motorcycle contests; band concerts and vaudeville, and, during the Fair season, is held the famous Gasparilla Carnival.

Don Jose Gasparilla was a Captain-Kidd brand of pirate, although he flourished in 1800, about a century after the Captain was hung. Gasparilla was a terror of the southern seas and the Gulf coasts, and French and English ships fell a prey to his bold attacks. It is said that after stealing millions of treasure from two French frigates, three of his crew in turn robbed him of his ill-gotten wealth, and that it disappeared in the locality of Safety Harbor, on the northwestern shore of Old Tampa Bay. The chief and his crew had their headquarters farther to the south, in a great mansion or castle, which stood on what is now Gasparilla Island at the entrance to Charlotte Harbor. Gasparilla and his gang were finally killed in battle or hung by an American naval force sent to exterminate them. Since they were put out of existence, it is said that Gasparilla, or his successors, periodically appear at Tampa Bay dock in their search for the fifteen millions of gold dollars lost to the doughty chief by the theft of some of his men. Which explains the origin of the big carnival held in Tampa during the week of the South Florida Fair.

Sulphur Springs Park, with canoeing up the beautiful Hillsborough River; Macfarlane Park, in West Tampa, with its fine golf course; DeSoto Park, in East Tampa, which provides free camping grounds for winter motorists, with all modern conveniences, and golf links, innumerable, are other attractions offered by the Tampa region. Of the golf links may be mentioned those owned by the Rocky Point Golf Club and the Palma Ceiga Golf Club. There is also a municipal course owned by the City of West Tampa.

Such out-of-door agencies for recreation and the preservation of the public health are supplemented by a City Health Center, suggested in 1920 by the Southern Division of the Red Cross and approved by the City Health Department. The city and the county are cooperating in this arrangement, which includes the service of nurses working under the Tampa District Nursing Association, free dispensaries and medical
RADIATING PAVED ROADS FROM TAMPA FOR BUSINESS OR PLEASURE
and surgical clinics. Much of the work is accomplished in connection with the children of the public schools. The city is divided into districts, with a nurse assigned to each district, and home visiting and school inspection are carried on throughout the city and county, one nurse being assigned to country work.
CHAPTER XX

ST. PETERSBURG AND PINELLAS COUNTY

The stanch and superb little "Sunshine City" which lies high and dry forty feet above the western shores of Tampa Bay, slopes gently back toward the Gulf of Mexico, and is far enough around the point of the Pinellas peninsula and within the bay itself to be protected from any harsh winds which may blow from the west. Across the bay and a smaller peninsula is the city of Tampa, larger in area and population, and older in age, given over more intensely to business, but lacking the freshness and radiance of St. Petersburg, which is so remarkable a combination of practical vigor and enterprise with the brightness and elasticity of health mind and spirit. The people of the "Sunshine City" enjoy the lives of rounded human beings as fully as can be imagined. They have substantial business houses and factories and beautiful homes and gardens. They toil and they also play. They spin and yet are often attired like the very lilies of the field. St. Petersburg is a Florida city in a class by itself; for it is one of the great health and tourist resorts of the state, which is, at the same time, a restful and uplifting center, and a city of substance to back the more ethereal things of life.

St. Petersburg owes its name to a Russian, who remembered his own imperial city which looked westward across the cold waters of the Gulf of Finland, stamped the little sunny settlement overlooking the eastern waters of Tampa Bay with the name of his own frosty home place. This much in explanation, lest some curious stranger should wonder at its christening.

**EARLY SETTLERS AT THE POINT**

St. Petersburg was a railroad town, although fishermen had been locating on the peninsula and the keys to the south for forty-five years before the Orange Belt Railroad reached its site. Antonio Maximo settled on the very point of the peninsula which bears his name in 1843.
and he appears to have been the pioneer of the region. The land which he occupied was granted to him by the United States Government for services rendered during the Seminole war, in 1836-8. At that place he established a fishery for the supply of the Cuban market, and he remained thus occupied until 1848. Although the hurricanes from the gulf destroyed several of these fishing plants, in 1859 Abel Miranda, and William C. and John A. Bethell established a ranche (as then called) at Maximo, where they carried on the fishing business until the beginning of the Civil war, which put an end to all traffic with Cuban markets. In 1861, there were five families living on the Point. All left with the exception of William T. Coons, and Abel Miranda and the Bethells returned after the war ceased.

From the early '50s until the early '70s, settlers continued to locate on the site of St. Petersburg and south of it—such as James R. Hay, Abel Miranda, the Leonardys, Captain John T. Leslie, Louis Bell and the Perrys. On the shores of Boca Ceiga Bay, to the southwest of St. Petersburg, arose the little settlement of Disston City, and to the south, Big Bayou, or Pinellas. The Bethells were quite prominent at the village of Pinellas, John A. holding the postoffice there for more than fourteen years. It was the oldest postoffice on the west coast and had been established since 1876. For a time—at least until the Orange Belt railroad came—the village of Pinellas was a real rival of St. Petersburg.

Most of the early settlers at and near St. Petersburg employed themselves in fishing, trading or raising sugar cane, sweet potatoes, corn, pumpkins, melons and oranges for the Tampa market. Judge William Perry and his brother Oliver, who, in 1873, entered forty acres on the future site of St. Petersburg thus busied themselves, and came to that locality fully equipped with the implements for farming and sugar and syrup making. During the previous year, Dr. Hackley had located north of Booker Creek, where he had built a home, and reclaimed and cleared a tract of low lands for farming and fruit culture.

"W. F. Sperling was another new comer in the year 1873," says John A. Bethell. "He bought out all of Doctor Hackley's interest in this section—cattle, hogs and about 500 acres of land. He also bought the Perry improvements, also eighty acres where the school buildings stand including, in all, 640 acres—one mile frontage—the site of St. Petersburg. He added seventy-five trees to the grove started by Hackney, also reclaimed the sawgrass pond just north of the Hackney house, by putting in a large drain.

"When Mr. Sperling located his family in his new home he was surely 'monarch of all he surveyed'; for there was not another family within a radius of one and a half miles of his home. Here is a curious incident of his settlement: After Mr. Sperling bought the Perry place, he took his wife one morning for a drive to look over the improved portion of his new purchase. While there he found a piece of railroad iron brought there by the Perrys. He picked it up and planted it on the ground near where the Atlantic Coast Line tracks are now laid, remarking to his wife: 'I have laid the first piece of iron for the railroad!' not realizing at the time how nearly prophetic his words were to prove."

THE WILLIAMS FAMILY AND E. R. WARD

In 1875 came the man who fathered the site of St. Petersburg until conditions were ripe for its establishment as a railroad town. Gen. John C. Williams, of Detroit, was looking for a suitable site on which to establish a small colony on the west Gulf coast of Florida. He had examined the Tampa section and gone down the coast to a point below Charlotte Harbor, and was about to charter a boat for Cedar Keys, the nearest railroad station, when an enthusiast told him to go to Point

1 See "History of Pinellas Peninsula," by John A. Bethell.
Pinellas and find a paradise of a country. The General, as a Doubting Thomas, went there, found the high, refreshing location for which he sought, returned to Detroit for his family, and, on his return, invested largely in land, his purchases including the site of St. Petersburg. “From this time on,” continues Bethell’s history, “he labored for the advancement of the Point, and in his various schemes and enterprises gave employment to a great many people, both before and after St. Petersburg was well started as a business place and a tourist resort. And when the situation was ripe for the founding of a town and the advent of a railroad he bent his energies toward the accomplishment of this, his original purpose. His liberal dealings with the railroad company brought in the Orange Belt, and it was none of his fault that the Silver Springs, Ocala & Gulf road did not make its terminus here at the time.”

The three sons of General Williams followed closely after their father, and B. C., John R. and J. C. Williams, Jr., were also long identified with the mercantile and transportation (steamboat) interests of St. Petersburg. Many others might be mentioned to illustrate the personnel of this formative period, but want of space must contract the list. Shortly before the railroad was built, E. R. Ward abandoned Big Bayou and located in that part of St. Petersburg north of the railroad which became known as Wardville. There he opened the first store and became the first village postmaster.

In the late 1880s, the Point commenced to look up as a prospective railroad town for the lines which were being projected from eastern and northeastern Florida. The first disappointment was when the Silver Springs, Ocala and Gulf line failed to select the pretty growing town on the peninsula as its terminus, although a tract had been cleared and made ready for its coming on the Williams waterfront.

**Coming of the Orange Belt Railway**

At first the Orange Belt railway did not seem to promise much for this little town in the waters of the Gulf of Mexico; for its prime object was to open communication between the developing country of interior Florida with the orange country along the St. Johns River. It was also to be an outlet for the lumber country of the interior. But its original object was far overreached by one P. A. Demens, a vigorous and able Russian, who was operating a sawmill in Orange County. He and his associates (the Company) purchased the charter of the Orange Belt Railway Company in 1885, the year of its incorporation, and proceeded to expand their log road into a freight and passenger railway for the benefit of towns close by. The first steps were from Monroe to Oakland, with a branch to Longwood Junction—all toward the northeast in Orange and Seminole counties. Then the extensions commenced toward the southwest and the Gulf. In the spring of 1888, Tarpon Springs and St. Petersburg were reached—the latter in May of that year. The magnets who had drawn the Orange Belt Railroad to the point were General Williams and Mr. Demens. Subsequently the road was extended to Sanford, Seminole County, and became known as the Sanford & St. Petersburg branch of the Atlantic Coast Line. The dock for its western terminus was completed in December, 1888.

The old Silver Springs, Ocala & Gulf line was afterward extended southward by way of Clearwater, Seminole and Gulfport, to St. Petersburg; was absorbed by the Florida Central & Peninsular Company, which, in turn (1900), became part of the Seaboard Air Line, one of the great systems of the South.

**The Naming of St. Petersburg**

Although General Williams held the Point until Mr. Demens could push the Orange Belt line to its doors, the honor of giving the town the
name by which it is known, fell to the newer comer. The story runs: "When the time came for naming the city, Demens' heart went back to his beloved Russia, and he desired to call the little sunshiny village for his old capital, St. Petersburg. But his actual right, even to that honor, was left to the toss of a coin. Williams, one of the men so influential in developing the section, felt, too, the tug of homesickness for his home city. There were just two things to be named—-the little settlement itself and the new hotel. The two men, Williams and Demens, then tossed a coin for the initial honor, that of naming the town, the loser to have the honor of naming the hotel. Demens, again lucky, won." Thus the town became St. Petersburg and the hotel, The Detroit.

In 1884-85, there was quite an influx of families from England, headed by such men as Hugh H. Richardson, Gilbert Harrison, R. L. Locke, W. A. Wood and John and J. P. G. Watt. Several of them settled along the Maximo road. Mr. Richardson planted an orange grove on his place, but the year afterward his trees were all blighted by the frost.

**RAILWAY AND RELIGION COME TOGETHER**

The Orange Belt Railway and religion came into St. Petersburg together. Soon after the line entered the place, one of its passenger coaches was standing idle on Sunday, as was customary, and it occurred to some of the good Congregationalists among the railroad officials and their wives that a church organization was next in order. This was effected under Rev. Sullivan F. Gale, and a few months afterward a meeting of those most interested was held in the Detroit Hotel. Both money and equipment were contributed for the erection and furnishing of a building. Thus arose the pioneer religious edifice in St. Petersburg, the First Congregational, on the site of the present post office. Mrs. H. O. Armour donated the lots.

Within six or seven years, or by 1895, St. Petersburg had grown into a bustling and a bustling town of more than 300 people and had overtaken Clearwater on the more exposed western coast of the Gulf. Its close connection with the large and profitable Tampa markets assisted in its growth, tourists also commenced to be attracted to the mellow atmosphere of the old Point, and the mercantile and the hotel business took a permanent upward turn. Among the business houses of this period, which greatly contributed to the growth of the place, were those conducted by Edward T. Lewis, the St. Petersburg Hardware Company and Smith & Northrup.

**DEVELOPMENT OF CENTRAL AVENUE**

Central Avenue developed from a crude main street into a handsome business thoroughfare, as well as a charming residential avenue, and marked the dividing line between north and south St. Petersburg. It is now a charming and picturesque street extending for seven miles from Tampa to Boca Ceiga bays, lined with elegant hotels, banks and substantial stores, with attractive homes banked in gardens of brilliant blossoms and standing in the dense shade of tall palms, oaks and evergreens. All around are groves and columns of mangoes and pawpaws, bananas and pineapples, mingling with orange and grape fruit and lime and lemon. The balmy and equable atmosphere, with so few rains that the resident of St. Petersburg is an out-of-door dweller virtually throughout the year, is perfumed with the exhilarating fragrance of growing fruits, foliage and flowers.

Central Avenue was not always thus, being originally a business street with a few substantial homes in its western section. As late as 1915, the strip of land between the two bays was annexed to the city proper, and
parked and beautified throughout its seven miles of natural and artificial charms.

Prior to 1903, St. Petersburg did not amount to much as a municipality, but in that year she had passed the two thousand mark in population and was reincorporated as a city. From 1905 to 1915, her population increased from 2,316 to 7,186. The Federal census of 1920 gave the figures as 14,237, and, it is safe to say, that within the past two years 2,000 or 3,000 people have been added to her permanent population. The score of hotels and boarding houses which accommodate the thousands of tourists who are passing through the hospitable gates of the

city, throughout the year, have been at the basis of much of the local prosperity for the past decade; and no period in the history of St. Petersburg has been so fruitful in public and private improvements.

**Municipal Improvements—Especially Water Works**

Along these lines, and regarding other features of the comparatively recent growth of St. Petersburg, the historian cannot improve upon the following, prepared by the Times, the veteran journal of the city, on January 1, 1922: "Every winter an increasing number seek here a respite from the frigid northern and western winters, and so great is the charm of the balmy climate and beautiful location, that thousands have invested capital, become permanent residents and built up the city to what it is today—one of the leading winter resorts of the United States. The generosity of her winter guests also has aided largely by making possible
public improvements such as electric lights, trolley cars, miles and miles of paved streets, sewer mains, water works, paid fire department, telephone and telegraph systems—such as put St. Petersburg, even as far back as 1906, far in advance of any place of similar size in the State of Florida.

“One of the municipal possessions of the early days was the water supply. Situated in the southwestern section is one of those beautiful lakes, so common to a lime formation, now known as Mirror Lake. Having no visible inlet or outlet, a constant subterranean flow keeps the water pure and fresh, which the authorities took every precaution to protect from contamination. From this lake the water was pumped for the city’s use. Old residents recall when the original water supply was severely taxed during the Spanish-American war, daily drains being made upon it of 1,000 cubic yards for the use of the army and navy stationed at Tampa.

“Today Mirror Lake is not used for a water source. The water is now pumped from six driven wells, each 200 feet deep. Tests made of the water have shown it to be free from mineral impurities and comparatively soft. Approximately 300,000,000 gallons are used a year.

“The new water plant on the shores of Mirror Lake will be in operation before the middle of January (1923). It is driven throughout by electricity, and each of the four new wells are connected direct with a motor; which makes each well an independent unit, should the main pumping station break down.

“In 1906, according to an old annual of the Chamber of Commerce, there were but two newspapers, the Sub-Peninsula Sun and the St. Petersburg Times, edited by W. L. Straub, now postmaster; not only known as a journalist, according to the annual, but as a clever cartoonist, to whom perhaps is due more credit for unitey devotion to St. Petersburg’s best interests and for aid in her advancement, than any other man in the city.”

THE ST. PETERSBURG TIMES

Which is a reminder of the fact that the St. Petersburg Times is the oldest newspaper on the west coast of Florida; also of the fact that it “has recorded the growth of the city from a little sunshiny hamlet, where cattle grazed on the main streets and scrub palmetto and sand spurs held sway, to its present civic beauty.” A. C. Turner, one of its founders and still a resident of the city, thus writes as to its origin: “In the year 1884, Dr. J. T. Edgar and M. Joel McMullen obtained a Washington press and a few cases of type and began the publication of a weekly in Dunedin, just north of Clearwater. This was the West Hillsborough Times, the first number of which was brought out in September of that year. In December of the same year, A. C. Turner bought the outfit and moved it to Clearwater, and employed Rev. Cooley S. Reynolds as editor and chief compositor, with two of Turner’s boys—David, thirteen, and Henry, eleven—as apprentices. After about eighteen months Mr. Turner took charge of his paper as editor, and, with the assistance of his two boys, continued its publication until the fall of 1892, when it was sold to Rev. R. J. Morgan, who moved the paper and plant to St. Petersburg. With the transfer, came the change in name to the St. Petersburg Times.”

It may be interesting to know, upon Mr. Turner’s authority, that Mr. Reynolds had come from New York in the early ’50s and in 1854 had been connected with the first paper published in Tampa, and that the eleven-year old apprentice, Henry Turner, has been connected with the New York Sun for about twenty-three years.

A few years after the removal of the paper to St. Petersburg, Mr. Morgan sold it to J. Ira Gore, then of Cedar Keys, and himself established the Sub-Peninsula Sun. Mr. Gore died in 1900, and in 1901 W.
L. Straub, A. P. Avery and A. H. Lindlie, bought the Times from J. Ira Gore, Jr., the Sun having been absorbed. In a short time, Mr. Straub became sole owner; in 1907, the St. Petersburg Times became a semi-weekly and on January 12, 1912, the first daily issue appeared. In the same year was incorporated the Times Publishing Company, which issues morning editions, except Monday, with Paul Poynter, of Sullivan, Ind., as president, W. L. Straub, vice president, and C. C. Carr, secretary and treasurer, as well as manager. E. E. Naugle is editor.

The Independent and Other Publications

The Independent, the afternoon paper of St. Petersburg, was established as a weekly by Willis B. Powell, in 1906, and as a daily (Sundays excepted), in 1907. Lew B. Brown purchased it December 15, 1908, and on September 1, 1910, made a unique offer, which has done much to advertise both the Independent and St. Petersburg. It was to distribute its entire circulation free on every day the sun did not shine upon its office up to 3:30, the hour of going to press. Up to December, 1921, when the writer received a direct report from Mr. Brown, or during a period of eleven years and three months, the editor and proprietor of the Independent had been obliged to distribute his edition to the public, free of cost, but sixty-one times.

Besides the Times and Independent, St. Petersburg issues the Tourist News, a weekly magazine for tourists published from May to November, and the Pinellas Post, a weekly organ of organized labor.

All these publications fill distinct fields and are faithful to their trusts. As a promotional body, they give their best abilities to the championship of the expanding Sunshine City in which their lots are cast.

Chamber of Commerce

Since 1905, the civic pride of the city has been largely centered in its Board of Trade, or Chamber of Commerce. It succeeded an organization which did not "make good," and has since that year been the representative of the best life and spirit of St. Petersburg. A mere mention of the men who have been at the head of the organization is a sufficient explanation of a growth in membership to more than 1,200, such presidents having been: F. A. Wood, J. D. Bell, Noel A. Mitchell, Roy S. Hama, A. F. Bartlett, A. P. Avery, S. D. Harris, Arthur Norwood, L. B. Brown, W. L. Straub, Charles R. Hall, Paul Boardman, Fred Lowe, Charles R. Carter, B. A. Lawrence, Jr., William L. Watson, L. C. Brown and Herman A. Dann.

The secretaries have been R. H. Thomas, A. B. Davis, Alexander Linn, Mrs. Annie McRae, Edward C. Weimer, L. A. Whitney and B. A. Lawrence, Jr., formerly president.

Municipal, Commercial and Beautiful St. Petersburg

Since 1913, St. Petersburg has enjoyed a commission form of government. Originally, it was operated through three commissioners, but since July, 1916, it has comprised seven commissioners and a mayor, elected at large. The commissioners, in turn, appoint three directors, who have charge of finance, public utilities and public works. It is under the administration of the commission government that St. Petersburg has made her longest strides. Backed by the Chamber of Commerce, it created the Greater Central Avenue. The two worked hand in hand in reclaiming the land to the south of the avenue—the sand flats and bayous—and developing the tract into the subdivision of Bayoro. In that section the city and United States government are founding a fine harbor for commercial St. Petersburg. The city and the Chamber of Commerce have also labored unceasingly for St. Petersburg, the Beautiful. In that
work, the Woman's Town Improvement Association was a pioneer, and Williams Park, a city square in the heart of the city garlanded with vines and cooled with palms and pines, is one of its children, now grown to beautiful womanhood. Every form of outdoor games and amusement is here. In Mirror Lake Park and along the water front in shaded spots are other courts, where the overflow from Williams Park is accommodated.

North of the city, at Coffee Pot Bayou, with its lovely wooded shores, a seawall has been built and residential lots platted. Along this the Bay Drive has been laid and many beautiful homes built.

But it is along the main water-front of St. Petersburg, owned by the city, that its beauties and grand outlooks will eventually congregate—green and bright parks, massive piers and gleaming waters are to meet here in a fine and variegated panorama.

**The Storm of 1921 and Its Lesson**

The property loss caused by the storm of October 25, 1921, surprised St. Petersburg into a realization of the fact that it was not entirely immune from the sweep and wrenchings of the Caribbean hurricanes. The telephone, lighting and transportation systems were disrupted by the storm, due to the collapse of poles under the heavy wind, and during the two days that communication was thus severed wild tales of death and disaster in the St. Petersburg zone scurried through the air; they proved baseless. No lives were anywhere lost. No building in the city was destroyed, and few badly injured. Some of the semi-tropical trees were laid low on Central Avenue and in Williams Park.

As reported a week after by a local publication, the Tourist News: "The damage in the city was confined largely to the water-front. Piers that extended into Tampa Bay were partially destroyed, and a number of small boats anchored in the yacht basin were wrecked or sunk by the storm-tossed waters, or carried up on the piers, where they were left stranded when the waves subsided. Later inspections showed that the pilings of most of the piers were still secure and that much of the planking could be salvaged for use in construction. It was also learned that many of the boats which seemed the worst damaged could be put in use again," etc., etc. The piers damaged, more or less, were known as the Municipal, the Fountain of Youth, the Atlantic Coast Line Railroad, the United States Naval Reserve and the Braaf.

**Building Record of 1921**

The building record of St. Petersburg in municipal improvements, in 1921, covered an expenditure of more than three hundred and fifty thousand dollars. Leading them all was the completion of the municipal gas holder, at Second Avenue south, and Twelfth Street, with a capacity of 1,000,000 cubic feet. It is said to be the largest unit of the kind in the state. The water pumping station on the shores of Mirror Lake, with extension of the mains, represented an outlay of $100,000. Then there was the $50,000 septic tank on the south water-front, the reconstruction of the piers mentioned and a large extension of the electric lighting system.

The building of homes, hotels, business houses, etc., reached high tide in 1921, the total cost of construction being $4,574,720. It was said that, according to population, St. Petersburg led the cities of the United States in per capita building expenditure, $300. New residences led the list of building activities, and it was estimated that approximately seven thousand rooms were added to the living accommodations of residents and tourists.
PROPOSED ST. PETERSBURG-TAMPA BRIDGE

Such building projects as these have actually been accomplished by the city and her citizens. Another is under construction which will realize the ambition of 100,000 people or more—the throwing of a bridge across the upper reaches of Old Tampa Bay, from a point some seven miles north of the St. Petersburg postoffice, to the opposite shore well above Port Tampa. The bridge will be six miles in length and the entire magnificent drive from St. Petersburg to Tampa will be nineteen miles. It will shorten the route between the two sister cities twenty-four miles. The grand project has been the dream of George S. Gandy, a Philadelphia capitalist and transportation man before he became a St. Petersburg resident, twelve years ago. It is estimated that $2,000,000 will complete the undertaking. The Gandy bridge will certainly be an engineering triumph, a perpetual delight to tourists, an accommodation to travelers, and a great mutual developer of both St. Petersburg and Tampa. The grand enterprise is well under way (November, 1922).

THE CITY OF TODAY

As it stands today, St. Petersburg is a charming city of nearly twenty thousand permanent residents and twice or thrice that number at the height of the tourist season. Its charms and its solid qualities cover more than nine thousand acres of area. Favored by nature with pure air and by thoughtful publicists with good water, light, transportation and recreation, the city is a credit to municipal ownership. It has a municipal water-front of two and a half miles, with commercial piers (in course of vast improvements), bathing beaches, drives and parked spaces. Within the city are more than fifty-seven miles of brick-paved streets, 100 miles of cement sidewalks, and thirty-one miles of storm and sanitary sewers. The Municipal Street Railway comprises a system of about twenty-six miles. Its police department has the Gamewell alarm system, and its fire department automobile trucks and other modern apparatus. St. Petersburg owns and operates a large gas plant, electric power plant, waterworks and incinerator, as well as its Municipal Pier which is being developed into a fine property, both from a business standpoint and from the viewpoint of civic ambition. In 1911 the assessed valuation of all city property was $3,158,717; in 1921, $31,626,000. Comment unnecessary. Since 1919, the street railways have been under
municipal ownership, and during that short period the receipts from that source have more than doubled. In 1820-21, they amounted to $127,628.

The schools and public buildings of St. Petersburg are modern and tasteful in construction, and its Federal Building is one of the most attractive structures of the kind in the South. It is substantial, yet architecturally pleasing, and the lobbies and arcades of the postoffice are open to the sunshine the year through, even the lock boxes being accessible from the outside. The postal receipts, which are one index of local progress, have increased from $22,185 in 1911 to $110,447 in 1921.

St. Petersburg has seven public schools, which are maintained by a county tax and are free to the children of tourists and other temporary residents. A small charge, however, is asked for the kindergarten accommodations. The kindergarten, Primary and Central schools are located on Second Avenue. Then there are the North Ward School on Fourth Street, the Roser Park and Glenoak schools on the South Side and the fine $300,000 High School on Mirror Lake. That charming body of water is therefore quite a municipal center. The latest accessible figures show that the valuation of school property in St. Petersburg is $500,000, that the attendance is over eighteen hundred pupils and the seventy teachers are employed to make the young ideas shoot as they should. Ten years ago, the valuation of school property was only about sixty thousand dollars.

Manual training, domestic science, music and art—all have a place in the local curriculum; and both in teaching methods and construction of buildings everything is up-to-date. There are also well conducted private schools for boys and girls, and music and art studios. The Open Air School and the Florida Art School are well known among such institutions.

The Carnegie Library, in Reservoir Park, on Mirror Lake, is a pretty and comfortable building, a center of rest and relaxation, dating from 1914. It has cheerful reading and rest rooms and nearly nine thousand volumes.

La Plaza Opera House is one of the best houses of amusement in the South and presents entertainment bills which greatly assist the permanent and the temporary sojourner to make his residence and his stay pleasant and profitable. It cost $150,000 in the building and seats 2,000 people. There are also four or five movie theaters.

St. Petersburg is noted for the whole-hearted way in which it supports the charities and churches in its midst. Among the leading institutions in that class is the City Hospital, corner of Sixth Street and Sixth Avenue. The Mercy Hospital for colored people is on Fourth Avenue, south, and the Spa, also a private institution, is located on the Municipal Pier and gives "Battle Creek" treatments. The dozen or more churches represent all denominations and the secret and fraternal lodges are strong. The Elks, Odd Fellows and Masons have substantial halls. The Young Women's Christian Association has a building on First Avenue, opposite Williams Park, and the G. A. R. hall is on the south side of Mirror Lake.

The social clubs are too numerous even to enumerate, as St. Petersburg is sociability itself, but among the most representative are the Davista Country Club, with its fine eighteen-hole golf course, on the trolley line at Davista; the Coffee Pot Country Club, with its attractions at the end of the North Shore car line; the Bayou Bonita Country Club, on the Big Bayou line, and the Yacht Club, with headquarters at the foot of Central Avenue.

The banks of St. Petersburg, which keep its life afloat and in motion and follow with solid means the development of its enterprises, are the American Bank and Trust Company, the First National Bank, the Central National Bank and the Ninth Street Bank and Trust Company. The American Bank and Trust Company and the First National Bank are capitalized at $200,000 each, the Central National at $100,000 and
the Ninth Street Bank and Trust Company at $50,000. The total resources of the First National, which was organized in 1903, at the close of business December 31, 1921, amounted to $3,919,000. For the year, more than twenty-six million dollars was cleared through the St. Petersburg banks—a record year by several million dollars. The building and the financial booms went side by side—a close team pulling together for the advancement of the city.

Another marked evidence of growth was the increase in the transportation facilities of the city. This was particularly noticeable in the service of the Seaboard Air Line, which, early in the year, established the Suwanee Special to bring tourists from the heart of the Middle West direct to St. Petersburg, without change and by the shortest route. The freight capacity of the line was also more than doubled. These improvements greatly increased the accommodations already offered by the Atlantic Coast and the Seaboard Air lines for rapid transit of freight and passengers to St. Petersburg. The Gulf Southern Steamship Company operates a regular line of freight and passenger steamers from Tampa to New Orleans, and the Mallory Steamship Company, from that port to New York. As it takes only two hours to transfer either freight or passengers from St. Petersburg to Tampa (which time will be halved when the Gandy bridge is finished), for all practical commercial purposes St. Petersburg is a seaport; and, in time, will be one in reality.

Au revoir, St. Petersburg, the sunshine, hustling, enterprising and progressive city on the shores of Tampa Bay, and, mayhap, in years to come an outlooker over the waters of the Gulf of Mexico!

**Golf Clubhouse, Clearwater Country Club**

**Clearwater and the County**

Pinellas County, or Pinellas Peninsula, stretches for forty miles along the gulf coast north of old Tampa Bay, and although the smallest in area within the state (only 234 square miles) is one of the most charming sections of Florida. It is in line with the old saying, "Rare goods in small packages," or words to that effect. Pinellas County was formed from Hillsborough on November 14, 1911, and Clearwater, the seat of justice, which is its geographical center, is a clean, pretty little town of 2,000 people, well fitted to serve in that capacity. It is reached by the Atlantic Coast and the Seaboard Air lines, is on the Paradise loop of the Dixie Highway, the Old Spanish Trail and other highways. It is both an ideal winter home and a place of convenient and attractive permanent residence. With its charming location on Clearwater Harbor and the Gulf of Mexico, it is distinctively stamped as a winter resort. It is directly connected by a bridge with a fine bathing beach and there are
numerous other pleasure resorts in the vicinity. Once within the city, everything is found to be modern—a dozen miles of brick-paved streets, a pretty Carnegie library, a handsome new courthouse costing $140,000, a municipal water plant and sewerage system, three city parks, and beautiful resident streets shaded with a wealth of foliage—palms, oaks, magnolias and other flowering trees. In addition two ward schools and an accredited high school, churches and fraternal organizations of every kind and tendency, such civic bodies as the Board of Trade and the Woman’s Club, and two daily papers—the Clearwater Daily News, founded in 1894, and the Clearwater Sun, established in 1914, and, respectively, morning and evening publications. Clearwater has also become quite an educational center, since the transfer of the headquarters of the Southern (Methodist Episcopal) College from Sutherland to Clearwater Beach. The move was made necessary by the fire of January 29, 1921, which burned two of the main buildings of the plant at Sutherland. The hotel at the beach was temporarily arranged for a girls’ dormitory.

Being the center of the citrus fruit industry of Pinellas County, which is notably large in consideration of the comparatively small area which can be devoted to it, Clearwater has more than a dozen large fruit pack-

![Popular Midwinter Water Sports on Clearwater Bay](image)

ing plants. Its three financial institutions which enable it to carry on its large trade, local and shipping, are the Bank of Clearwater, the Peoples Bank of Clearwater and the Guaranty Title & Trust Company, with a combined capital of $235,000.

Clearwater has abundant and elegant hotel accommodations and just outside the gates of the city is bright Belleair, with an especially large and well appointed hostelry. Just at the edge of the county seat is also the Morton F. Plant Endowed Hospital housed in a $50,000 building, and an institution of local pride.

**Tarpon Springs and Other Points**

At the north end of Pinellas County, where the Atlantic Coast Line and the Seaboard Air Line come together, is the modern little city of 2,000 people known as Tarpon Springs. It is the gateway to the peninsula and is a gem in the prevailing panorama of orange groves, rivers, bayous and coasts. The name of the town comes from the tarpon, or silver fish, which inhabits the adjacent waters of the gulf. In the center of the place is Spring Bayou, a lovely sheet of water enclosed by cement walls, and in the midst of which gushes forth a boiling spring. The shores are artistically parked, encircled by a boulevard and lined with handsome residences. Another spring of excellent medicinal properties is at the edge of the Bayou, and good tourist hotels are conveniently
situated near these and other springs, which have also completed the
name of the popular resort. Tarpon Springs does not depend for its
support and growth upon the tourist trade alone, for a short distance to
the north, at the mouth of the Anclote River, is the Greek colony of
sponge divers, with a population of nearly one thousand people. At that
locality has been planted one of the largest sponge fisheries in the world,
representing an annual business of $1,000,000. The finances of the
business are mostly handled through the banks of Tarpon Springs. On
the Anclote River are also two shipbuilding yards, mostly engaged on
Government contracts, and they also add to the commercial standing of
the locality and of the town especially.

Oldsmar, at the head of Tampa Bay, is a village which has sprung
up as the center of an extensive agricultural and industrial project,
embracing more than thirty-seven thousand acres of fruit, truck and
forage lands. The enterprise is under the management of the Reolds
Farms Company, headed by R. E. Olds, the automobile manufacturer;
hence the name of the community, Oldsmar.

Dunedin, the little “City of Oaks” a few miles north of Clearwater,
is near the coast, in the citrus belt, and is the abiding place of a de-
lightful winter colony. It is also the seat of the Skinner Manufacturing
Company, inventors and makers of the Skinner system of overhead
irrigation and manufacturers of packing house equipment.

Safety Harbor, on the northwestern shores of Tampa Bay, stands
upon a high bluff overlooking its waters and is the resort made by the
beauties and virtues of Espiritu Santo Springs. They are five in number
and all flow from an area of a quarter of an acre.

Largo, on the Atlantic Coast Line four miles south of Clearwater, is
the center of perhaps the choicest fruit growing section in the county.
It has several modern packing houses, is experimenting in the manu-
facture of oranges and grapefruit into jams, and is a busy shipping
point. Largo is also headquarters for the County Agricultural School
Farm and the Pinellas County Fair, and is therefore the representative
center of scientific farming and stock-raising in that section of the state.

Gulfport, with a very pretty coast location, is the second of the trio of
southernmost towns of the peninsula. St. Petersburg is first, then Gulf-
port, a terminal of a branch of the St. Petersburg & Gulf Railway
(electric), and lastly, Pass-a-Grille, a suburban town and seaside resort
on Long Key. All three are closely united, not only by trolley, railroad
and boat, but by mutual ties of interest.
A NORTH VIEW OF PENSACOLA ON THE ISLAND OF SANTA ROSA.—DRAWN BY DOM SERRES.

1—The Fort. 2—The Church. 3—The Governor's House. 4—The Commandant's House. 5—A Well. 6—A Bungo.
CHAPTER XXI

PENSACOLA

Authentic records of the regions around Pensacola Bay are nearly four centuries old, but three settlements were planted on the mainland and Santa Rosa Island before the one town endured to form the nucleus of the present city. The little towns were wrench and torn between the contending Spaniards, French and English, a destructive hurricane leveled one of the settlements, and long periods elapsed between their abandonment or destruction and the birth of another settlement. The continuous history of Pensacola dates from the establishment of British supremacy in the Floridas during 1763, and the coming of Commodore George Johnstone of the Royal Navy to the new capital of West Florida, as its governor, in the following year. Not long afterward, also, what is known as the old part of Pensacola commenced to be surveyed.

NARVAEZ LANDS ON SANTA ROSA ISLAND

Therefore the history of Pensacola until 1764 is stirring and interesting, but has no continuous application to the development of present conditions. This scholastic period, containing little of practical worth in it from the viewpoint of either English or American civilization, commenced with October, 1528. As narrated in Richard L. Campbell's "Historical Sketches of Colonial Florida": "On one of the early days of October, 1528, there could have been seen coasting westward along and afterwards landing on the south shore of Santa Rosa Island, five small, rudely constructed vessels, having for sails a grotesque patchwork of masculine under and over-wear. That fleet was the fruit of the first effort at naval construction within the present limits of the United States (at St. Mark's Bay, the northermost arm of Apalachee Bay). It was built of yellow pine and caulked with palmetto fibre and pitch. Horses' tails and manes furnished the cordage, as did their hides their water vessels. Its freightage consisted of 240 human beings wasted and worn by fatigue and exposure, and as many hearts heavy and racked with disappointment. It was commanded by His Excellency Panfilo de Narvaez, captain-general and adelantado of Florida, a tall, big-limbed, red-haired, one-eyed man 'with a voice deep and sonorous as though it came from a cavern.' These were the first white men to make footprints on the shores of Pensacola Bay and to look out upon its waters. Although they landed on the island, there is no evidence that their vessels entered the harbor."

Narvaez and his men had been scourged by the Indians of the Tampa Bay region, whom he had betrayed and killed, and the pathless wilds of Western Florida had finished the crushing of his former bold expedition of cavalry and men-at-arms, and its remnants were endeavoring to struggle westward into the Mexican possessions. The leader and all but four of his followers were either drowned, or died of starvation and exposure, before they reached the Spanish settlement at Santa Cruz.

DE SOTO'S LIEUTENANT SAILS INTO PENSACOLA HARBOR (1540)

In January, 1540, twelve years after Narvaez discovered Pensacola Bay, Captain Maldonado, commander of the fleet which brought De Soto
to the Florida coast, sailed into the harbor, made a careful examination of it, and bestowed upon it the name of Puerta d'Anchusi, or the Gateway to Ochus, which it bore at the time of his visit. His report to his superior as to its advantages for a good harbor were so favorable that De Soto determined to make it his base of supplies. Accordingly, he ordered Maldonado to sail to Havana for additional men and supplies. While his captain was absent on that mission, De Soto was beguiled into the interior by Indian tales of distant gold and fabulous cities and, discouraged at the threatened betrayal of his followers, plunged into the unknown wilds of the West. For four years the faithful Maldonado sought him all along the coasts of the Gulf of Mexico, but finally weighed anchor from Puerta d'Anchusi and did not learn of the fate of his chief until he reached Vera Cruz. Thus a possible Pensacola was again deferred and an attempt at settlement in that locality of West Florida was not renewed for nearly twenty years.

**DE LUNA'S EXPEDITION OF SOLDIERS AND PRIESTS (1559)**

In August, 1559, an expedition sent to Florida under the united auspices of the viceroy of Mexico and the bishop of Cuba, landed on the shores of Puerta d'Anchusi to effect a settlement as a center of conquest and religious propaganda. The little fleet carried 1,500 soldiers and a host of priests and attendants, all being under the military command of Don Tristram de Luna. Somewhere on the shores of the port, the vessels cast anchor and 2,000 adventurers and men of God set to work to make a settlement. Within a week after they had commenced such preparations, the fleet was wrecked by a hurricane and the seeds of discontent were sown at the very outset of the enterprise. Perhaps both as a means of allaying the growing spirit of unrest and also of fulfilling the objects of the mission upon which he was primarily sent, De Luna and his sergeant-major led expeditions into the northern country, probably into Northwestern Florida and Southern Alabama. Soldiers and priests joined in these excursions. Although careful himself in his treatment of the natives whom he met, the cruelties practiced upon them by Narvaez and De Soto had roused a bitter and general spirit of opposition against future contact with the invaders. Neither were there any evidences of gold in the pine barrens of Florida or the fertile valleys of Alabama. Adventurer and propagating priest were therefore disheartened and advocated a return to civilization.

After two years of faithful efforts to found the settlement upon the shores of Santa Maria harbor (Puerta d'Anchusi being thus named by De Luna), the enterprise was abandoned by the commander of the original expedition, in 1562. That year antedated the founding of St. Augustine by four years.

**PENSACOLA (SANTA MARIA DE GALVA) BAY**

The most enduring result of De Luna's stay in the region of Santa Maria Bay, was to fix the name Pensacola in the nomenclature of historical and geographical literature; but how it was done, and the real origin of the name are still conjectural. Some historians attribute it to an Indian town, or tribe, named Pensacolas, both of which had disappeared when De Luna arrived. Students of Florida Indian names prove that Pensacola is Spanish rather than Indian, and recall the fact that there was a little seaport on the Mediterranean coast of Spain named Peniscola, and that as most of the Spanish adventurers to America came from the maritime regions of the mother land, it is most probable that some townsman of the Spanish port who had joined the De Luna expedition thought to thus honor his native place.

At all events, after a lapse of 134 years, when the next Spanish commander came to Pensacola region to found a colony he discovered the
name floating around as an Indian designation of Santa Maria de Galva Bay. Only three years before, a Spanish ship had entered the harbor long enough for its commander to add De Galva, the viceroy of Mexico, to the name Santa Maria by which it had been christened by De Luna.

Arriola's Fort and Town (1696)

But in 1696 came Don Andres Arriola, with 300 soldiers and settlers, and took formal possession of the harbor and the surrounding country. To secure his occupancy, he built a square fort with bastions. It was constructed of timber, commanded the entrance to Santa Maria de Galva harbor, and was opposite the western extremity of the long island now known as Santa Rosa which almost bars its door to the gulf. That fortress is known as the first Fort San Carlos. The houses and church which Arriola built adjacent to the fort was the second settlement on the shores of Pensacola Bay, and was a continuation perhaps of De Luna's town, although there is nothing in evidence to locate the site of the original Pensacola. The second fortified town was the predecessor of the present Fort Barrancas, which, under American ownership, became the nucleus of the Reservation, several miles southwest of the City of Pensacola.

Contested Ownership of Pensacola Region

While the French were settling around the shores of Mobile Bay and founding New Orleans, their relations with the Spaniards of western Florida and Pensacola were friendly. In December, 1718, however, France again declared war against Spain. As the French colonists learned of the renewal of hostilities first, the Spaniards were taken at a disadvantage, and Don Juan Pedro Matamoras, governor of Pensacola, was therefore much surprised, on the 14th of May, 1719, when three French vessels anchored just outside the harbor and presented their shotted broadsides to Fort San Carlos, while 400 Indians and a body of Canadians appeared on the land side. Governor Matamoras and his garrison could do nothing but surrender to escape annihilation. To the French governor, Bienville, who had led the land forces from Mobile, the Spanish commander therefore surrendered the post and all public property within his jurisdiction. It was stipulated that he and his garrison should march out of the fort with the honors of war, retaining a cannon and three charges of powder, and that they should be transported to Havana in French vessels, that the town should be protected from violence, and that the property of the soldiers and that of the inhabitants should be respected.

After the two French men-of-war had landed the Spanish prisoners at Havana, the governor there, who had learned of the disaster at Pensacola, promptly seized the enemy ships and added to them a Spanish war ship and nine brigantines to constitute a fleet for the recapture of Pensacola. Matamoras and his lately captured troops accompanied it.

On the 6th of August, about three months after the surrender of Fort San Carlos, the Spanish fleet was off the harbor, led by the two French ships flying the flag of their country as decoys. The exchange of a few harmless shots was followed by a short armistice, a surrender of the French commander and a transportation of his garrison to Havana.

Some six weeks after Matamoras had again assumed command at Pensacola, the port was again invested by a cooperating naval force of six war ships, which had just arrived from France, and a land force again commanded by Governor Bienville, comprising 250 royal troops, a large number of Canadian volunteers and 500 Indians. The fleet was in command of Champmeslin, and it was the ships which settled the battle. Five of them entered the harbor and crossed the bar, engaging
at once the Spanish fleet, as well as Fort San Carlos, and the battery
which had been erected at the western extremity of Santa Rosa Island
and which Matamoras had named Principe d' Asturias. As the com-
mander of the fleet hesitated to cross the bar with the Hercules, which
 carried the heaviest guns and also drew twenty-one feet of water, the
other five ships were subject, for a time, to the concentrated fire of the
Spanish fleet and the two forts. This was the most critical time of the
engagement, but it is said that an unnamed Canadian pilot so inspired
the commander with confidence that, with a cheer from her crew, the
Hercules spread all the canvas that she could bear, cleared the bar and,
after silencing Principe d' Asturias, joined her consorts and soon turned
the tide of battle. Running short of powder, the Spanish fleet was
obliged to strike its colors, and Bienville's mixed force of landsmen,
after a fierce assault upon the stockade at the rear of Fort San Carlos,
delivered the final blow which induced Matamoras to again surrender.

Spanish prisoners were sent to Havana, to be exchanged for the
Frenchmen who had been sent there in August, but Bienville's "pleasure"
got to the extent of burning the settlement of Pensacola and blowing
up Fort San Carlos with powder. It is said that the only structure left
undestroyed was the magazine which stood about half a mile from the
fort. Upon the ruins of San Carlos was fixed a tablet bearing this an-
nouncement: "In the year 1718, on the eighteenth day of September,
Monsieur Desnard de Champsoln, Commander of His Most Christian
Majesty, captured this place and the Island of Santa Rosa by force of
arms."

PENSACOLA IN 1743

France and Spain again signed a treaty of peace in February, 1720, but
it was not until nearly three years thereafter that the Pensacola region
was formally restored to the Spaniards. It is not known when the latter
commenced to migrate to the western portion of Santa Rosa Island,
about two miles from Point Sequenza and not far from the life-saving
station of today. For twenty years, the Pensacola of Santa Rosa Island
was enshrouded in the memories of the few Spaniards who threw up a
number of houses near their little fort, probably had scant trade with
Mobile, went to church and lived a most uneventful life. The veil is
lifted a trifle, in 1743, when Don (Dom) Serres, in the service of the
Havana Company, ran his schooner into port and, while trading the
goods which he carried, made Pensacola his headquarters. Besides being
a thrifty tradesman, he appears to have had artistic aspirations, for
while a resident of the place in 1743 made a sketch of the settlement of
that year. It was also said that "he paid New Orleans a visit, and did
some profitable trading there with $6,000 which he had at his command.
He also secured a quantity of pitch and turpentine for his company, as
well as two pine spars, each eighty-four feet long, which he sent to
Havana in the schooner. This was the beginning of the timber trade
of Pensacola, its first known business transaction with New Orleans,
and the last authenticated instances of one of its timber dealers engaging
in the elegant pastime of sketching."

In vain has information been sought of its progress during the period
between the time Don Serres made the sketch and 1754, which embraced
the last eleven years of its existence, for in that year it was destroyed,
together with many of its people, by a terrific hurricane. And thus it was
that, as the Pensacola of Arriola perished in the conflict of human pas-
sions, its offspring was destroyed in a war of the elements.

The survivors, removing to the north shore of the Bay, settled upon
a crescent-shaped body of dry land, about an eighth of a mile wide in
its broadest part, formed by the Bay and a tti swamp which, extending
from the mouth of an estuary on the west, curved landward to a marsh
just below the outlet of another on the east. These estuaries, though
seemingly the outlets of the two, were in fact those of one and the same stream flowing through the swamp, and navigable by canoes for some distance from the bay. The bay-shore also curved deeply, the indentation being in fact the remnant of a cove, which, as old maps show, extended to and beyond the northern edge of the swamp.

That settlement was but a removal of Pensacola to its present site, like that by which it was removed to the island. Each settlement in its order of time, like Arriola's town, was a continuation of the Pensacola founded by De Luna in 1559, four years before Menendez founded St. Augustine.

Of the history of the present Pensacola, beyond its bare existence, from 1754 to 1763, we have no information further than its insignificance shielded it from the trials and sufferings of the seven years' war ended by the treaty of Paris, February 10, 1763.

PENSACOLA IN 1763

In the September following the treaty of Paris, Spanish Pensacola—most of the town—and the garrison entire was placed aboard transports furnished by their government and which sailed for Vera Cruz, leaving Captain Wills and his Third Battery of British Royal Artillery in possession. From his report made a few days after the Spanish exodus are gleaned a few facts from which to reconstruct a picture of the Pensacola of 1763. It consisted of forty huts, thatched with palmetto leaves and barracks for a small garrison, the whole surrounded by a stockade of pine posts.

In the words of the report: “The country, from the insuperable laziness of the Spaniards, still remains uncultivated. The woods are still near the village, and a few paltry gardens show the only improvements. Stock they have none, being entirely supplied from Mobile, which is pretty well cultivated and produces sufficient for export. * * *

“The Indians are numerous around. We had within a few days a visit of about 500 from five different nations. I was sorry not to have it in my power of making them any presents. I only supplied them with some rum, which seemed to satisfy them, and went off assuring me of their peaceful intentions and promising to come down soon with some of their principal chiefs.”

In October, 1763, when British East and West Florida were established, Pensacola became the capital of the latter, which extended from the Chattahoochee to the Mississippi rivers and brought Mobile and Natches within its limits. As stated, from that time to the present the history of Pensacola has been continuous. In February, 1764, Commodore George Johnstone of the Royal Navy, who had been appointed governor of West Florida, proclaimed the establishment of civil government in the province within his jurisdiction. As a garrison for the post, there came with him the Twenty-first British Regiment, and a number of civilians settled in the new town. In the following fall, the governor published abroad the advantages of West Florida and a tide of immigration soon commenced to flow thither. Its capital, also, felt the effects of British forethought, industry and common-sense.

In the early days of Governor Johnstone's administration, Pensacola was surveyed and a plan established. The main street was named George, for King George III, and the second street eastward Charlotte, for Queen Charlotte. The area between those streets as far north as what is now Intendencia Street was not surveyed into blocks and lots, but reserved as a public place or park. The lots south of Garden Street had an area of eighty feet front and 170 feet in depth. North of that street they were 192 feet square, known as arpent or Garden lots, and numbered to correspond with those lying south of Garden Street, which were, strictly speaking, town lots. In order to furnish each family with a garden spot, each guarantee of a town lot was entitled, upon the con-
dition of improvement, to receive a conveyance of an arpent lot of the same number as his town lot.

That plan, which was the work of Elias Durnford, appointed, on the twenty-sixth of July, 1764, civil engineer of the province, is still the plan of the old part of Pensacola, with some changes in what was the English park, or public place; and therefore the plan of the town is, strictly speaking, of English origin.

The park, however, though excluded from private ownership, was not intended to be vacant, but on the contrary was devoted to public uses. In the center of it was a star-shaped stockade fort, designed as a place of refuge for the population in case of an Indian attack. Near it were the officers' quarters, barracks, guard house, ordinance storehouse and laboratory, two powder magazines, the King's bake-house, cooperage shelter and government storehouse. This park was, therefore, in the earliest days of Pensacola, the liveliest and busiest part of the town.

The star-shaped fort was, from 1764 until after 1772, the only fortification of the town, as may be inferred from the official report of Captain Thomas Sowers, engineer, on the fifth of April of the latter year.

The first street pushed through the crescent shaped swamp, was George Street, involving much labor in building a causeway and covering it with earth. It extended to the elevation, then named Gage Hill, in honor of General Gage, of Boston memory, and who, as the commander-in-chief of all the royal forces in the British North American colonies, had much to do with Pensacola in its early days. Upon the highest point of this hill was established a lookout from which the approaches of the town landward and seaward could be observed.

As THE CAPITAL OF ENGLISH WEST FLORIDA

Governor Johnstone appears to have been honest, but rather testy. He quarreled with the militia, and, as he was a Scotchman, was in rather ill favor with some of the English office holders. He also had differences with the North Briton newspaper, which had sarcastically alluded to him and his brother governor of East Florida as a "brace of Scotchmen," which threatened, at one time, to develop into a duel with one of the offending editors. The final outcome was his resignation as governor of West Florida in December, 1766. He was succeeded by the lieutenant governor, Monteforte Brown, who acted as such from 1766 until the appointment of Governor Peter Chester in 1772. From the accounts of travelers and residents which have come down by letter and otherwise, Pensacola must have been a lively town during the Johnstone and Brown administrations. Frequent trials by court-martial, vexatious law-suits, bickerings between civil and military officials, and personal quarrels, made it a wild-West town. About midway in that period, a writer thus relieves himself: "Pensacola has been justly famed for vexatious law-suits. It is contrived, indeed, that if a poor man owes but five pounds, and has not got so much ready money, or if he disputes some dollars of imposition that may be in the account, or if he is guilty of shaking his fist at any rascal that has abused him, he is sure to be prosecuted, and the costs of every suit are about seven pounds sterling. I have known this province for a little more than four years, yet I could name to you a set of men who may brag of one governor resigned, one horse-whipped and one whom they led by the nose and supported while it suited their purpose, and then betrayed him. What the next turn of affairs will be, God knows."

Peter Chester was commissioned governor of West Florida in 1772 and his nine years' of service in that capacity, as a resident of Pensacola, marked a period creditable to his ability and honor. Early in his administration the old star fort was superseded by a more substantial fortress on Gage Hill named Fort George. In the center of the fortress was the Council Chamber of the province and the repository of its archives.
where the official duties of the civil governor and the military commander were performed, where audience was given to Indian chiefs and delegations, and where really centered the government of English West Florida.

Fort George was a quadrangle, with bastions at each corner. Accommodations were considered complete for the storage of the war material and the quarters of the garrison, and the woods which formerly covered the land side to the north of the fort were cleared away in order that the guns might have free play in that direction; they could bear upon an enemy in the bay by firing over the town. By a system of signals, communication was maintained with Tartar Point battery and barracks, now the site of the Navy Yard, and thence with Red Cliff. Official military reports preserved in the Canadian Archives fix the latter at Fort Barrancas of today. At that locality was the powder depot of the Province, the magazine of which was the only surviving relic of old Fort San Carlos destroyed by the French in 1719. The defenses comprised two batteries, one on the top and the other at the foot of the hill, and a bullet-proof building for officers' quarters and soldiers' barracks. The Red Cliff plant occupied the site of Fort Redoubt of the present.

In estimating Pensacola's importance in Florida's history during the Chester administration, it must not be forgotten that the capital of West Florida was also headquarters for the Southern Military District of the colonies and that during a small portion of that period the commander-in-chief, Gen. Frederick Haldimand, was a resident of that town.

William Panton, the merchant prince of the South, with establishments in London, the West Indies and St. Augustine, made Pensacola the center of an extensive trade, which, with the cooperation of Alexander McGillivray, the able chief of the Creeks, extended even beyond the Tennessee River. McGillivray, of Scotch-Indian blood, was an invaluable partner for Panton, head of the great Scotch house of Panton, Leslie & Company, and their combined labors eventuated in the establishment of a great Indian trade, and the solid brick warehouses forming a substantial wharf were conclusive outward evidences of Pensacola's standing as the leading trade center of Florida. That supremacy even extended into the Spanish ownership of after years. "In perfect security their long lines of pack horses went to and fro in that great stretch of country, carrying all the supplies the Indians needed, and bringing back skins, peltry, beeswax, honey, dried venison, and whatever else their savage customers would provide for barter. Furs were a large item of that traffic, for the beaver in those days abounded throughout West Florida and was found even in the vicinity of Pensacola."

"The most prosperous and promising days Pensacola ever saw, except those since the close of the Civil war, were from 1772 to 1781. As the American Revolution advanced, additions were made to the numbers, intelligence and wealth of its population, owing to causes already mentioned. It was the capital of a province rich in its forests, its agricultural and other resources. Its bay was prized as the peerless harbor of the Gulf, which it was proposed by the British government to make a great naval station, a beginning in that direction having been made by selecting a site for a navy yard adjoining the town to the westward. Its commerce was daily on the increase; not only in consequence of the extension of Panton, Leslie & Company's trade with the Indians, but other enterprising merchants who had been added to the population, were engaged in an export trade, comprising pine timber and lumber, cedar, salt beef, raw hides, cattle, tallow, pitch, bear's oil, staves, shingles, honey, beeswax, salt fish, myrtle wax (steeped from the seeds of the wild myrtle), deer skins, dried venison, furs and peltry. This trade, and the £200,000 annually extended by the British government, as well as the disbursements of the shipping, constituted the sources of the prosperity of the town."
On the eighth of May, 1781, Pensacola again fell into the hands of the Spaniards. By 1778, most of the garrison had been drawn away to northern battlefields, and Great Britain began to fear for the security of Pensacola and other southern cities. To the capital of West Florida was therefore sent 1,200 British troops under Gen. John Campbell. They arrived in January, 1779. In the following August, Don Bernardo de Galvez, governor of Louisiana, published at New Orleans the proclamation of the Spanish king acknowledging the independence of the United States, and soon after commenced to advance against Baton Rouge, and the Mississippi posts of that day. In September and October Galvez had carried them for the Spanish arms, Mobile fell in the following March, and after delaying for nearly a year to receive reinforcements of men and heavy artillery from Havana, the enemy made a cautious advance toward Pensacola. In the meantime, although the British capital had been shaken by a fearful storm, accompanied by an earthquake (February 6, 1780) and both town and garrison were on the verge of starvation because of the forces of investment, General Campbell had perfected the defenses of Fort George and strengthened Red Cliff with heavy artillery and a small garrison.

On the 9th of March, 1781, the Spanish fleet of thirty-eight ships appeared in the offing and the next morning were landing troops and artillery and planting a battery on Santa Rosa Island. On March 11th, the Spaniards opened fire on the British man-of-war Mentor, then lying in the harbor, their attack being delivered from the Santa Rosa battery. A week and a day then passed, when practically the entire Spanish fleet sailed into the harbor without suffering serious injury from Fort George or Red Cliff. Again, the cautious Galvez sent to Havana for reinforcements, receiving them on April 16th, in the form of eighteen ships, an additional land force and heavy siege artillery.

While awaiting this substantial addition of ships, men and guns, the Spaniards had been repulsed and a landing attempt frustrated, at much loss to the besiegers, but six days after their reinforcements arrived, their efforts in that direction met with success. Two or three days afterward, General Campbell drove the Spaniards from their entrenchments and destroyed the temporary works which they had erected. Toward the last days of April, Galvez and his little army had constructed a fort of earth and timber, a third of a mile north of Fort George, their operations having been screened by a dense pine forest, which, after the completion of the fort was cleared away to give the artillery free sweep. On May 1st, the firing was incessant from both forts, when the British ceased for a day to make necessary repairs on their work. It is a question how long this military duel would have continued, had not a British colonel, who had been drummed out of Fort George in disgrace, deserted to the Spaniards and revealed to them the locality of the British powder magazine. Thenceforth, for three days and nights, did the Spanish shot and shell search for its vitals, and when they were found on May 8, 1781, there occurred an explosion that shook Gage Hill, a yawning breach was made in the fort, fifty of the garrison were killed outright and as many more fatally wounded. Thereupon, General Campbell offered to capitulate under terms accorded brave men, and the 15,000 Spaniards marshalled for the assault were withheld. On the following day, May 9th, an impressive spectacle was presented “upon the hill now crowned by the monument to the Confederate dead. In a circle around Fort George the Spanish army stands in array. The roll of a drum breaks the stillness, followed by the sound of mustering in the fort. Again as it beats to the fife’s military air, the British commander, in the dress of a major general, sword in hand, emerges from the breach, followed by his less than 800 heroes. Proudly does the gallant band step the 500 paces; then successively comes the orders to halt, fall into line and
stack arms.” These outward manifestations of honorable surrender had immediately followed the formal signing of the articles of capitulation by Governor Chester, General Campbell and Galvez—the last described as “a young-looking Spaniard, too young for his insignia of a Spanish general.”

West Florida was thus surrendered to Spain, and in June, according to the terms of capitulation signed in the Council Chamber of Fort George, the British troops sailed for Havana and thence for Brooklyn. The treaty of Paris, signed in September, 1783, made the Perdido the western boundary of West Florida, and Pensacola dropped from the position of the capital of a great province and the leading southern emporium of trade and commerce, to the plane of a Spanish frontier post. In all the subsequent conflicts between Spain and France and the United States of America, the town was a “side issue.”

It appears that the present brick fort of San Carlos was built by the Spaniards between 1781 and 1796, and that Governor Folch, who went into office during the latter year, signalized the early part of his administration by causing a town to be laid out about half a mile from that fort. It was officially known as San Carlos de Barrancas—the Spanish “barranca” signifying broken, as applied to the surface of a country. But the new town did not secure the royal approval. Neither did his efforts to mutilate the public Park of Pensacola, as devised by the English surveyors, meet with the approval of the local authorities, although eventually the hurt to the beauty of the place was accomplished. The remains of the original Park were Seville Square and Ferdinand VII.

A local event of note was the dissolution of the firm of William Panton & Company, by the death of its senior partner in 1804. The business of the firm was thenceforward conducted under the style of John Forbes & Company.

**AMERICANS DRIVE BRITISH FROM PENSACOLA (1814)**

This local chapter is no vehicle through which to follow the various shufflings of West Florida between Spain, France, England and the United States. Finally, however, the United States applied the Monroe doctrine to the case and said to the foreign powers, “hands off,” appointing as the national chief of police, Andrew Jackson. In August, 1814, a British fleet sailed into Pensacola harbor, and, with the permission of the Spanish governor, Maurique, took possession of its fortifications. Fort George, which had been named St. Michael by the Spaniards, resumed its English name and received a British garrison, whilst the flag of St. George again floated from its ramparts. Fort San Carlos and the battery of Santa Rosa Island were also turned over to the British; and at the same time, the governor’s house was made the headquarters of the officers in command of the two ships and the two or three hundred British marines. Pensacola was made the southern center of propaganda against the United States, and Spain, France and England were urged to join forces against the treacherous Americans. The Indians were supplied with arms and ammunition for the same purpose; the bounty on American scalps was raised from five to ten dollars; the red men were enlisted in the British service, supplied with British uniforms and even drilled in the streets of Pensacola.

The United States had already unleashed Jackson, who had crushed the Creeks at Horse Shoe before the British commanders at Pensacola, Percy and Nicholls, had made their initial advance on Mobile by attacking Fort Boyer. In September, 1814, having strengthened its fortifications and garrison, General Jackson decisively defeated the British attack by land and water, destroying Percy’s flagship and sending the other vessels of the fleet back to Pensacola in a crippled condition. Before advancing upon the Spanish town, however, the American commander wrote Governor Maurique a letter of protest against his conduct, re-
minding him that peaceful relations still existed between Spain and the United States. The answer of the Spanish governor was so insulting that only one course was open to Jackson.

The American troops numbered about 3,000 effective men and a band of friendly Choctaws, moving from Fort Montgomery on the 27th of October and arriving on the western side of Pensacola on the evening of November 6th. Jackson endeavored to communicate the object of his visit, but the flag of peace which his major bore toward Fort George was fired upon. A reconnaissance in person revealed the facts that the fort was manned by Spanish, as well as English troops, and that seven English men-of-war were in the harbor. After carefully studying the situation the general caused the main body of his army to make a circuitous march and entered Pensacola from the east, at Government Street, the troops thus being shielded from the guns of Fort George, or St. Michael, as well as from the shells of the English vessels. As he entered the street, his troops were opposed by a battery of two guns, but a party of his men led by Captain Laval drove the enemy away. A shower of musketry also burst from nearby houses, fences and gardens. The loss of life was small on either side. Captain Laval lost a leg in the engagement.

At midnight of November 7th, the day after Jackson's arrival, Forts Barrancas and St. Michael were surrendered to him. The English garrison had withdrawn to the ships, and on the morning of the 8th, while an American detachment was preparing to march on Barrancas for the purpose of cutting off the retreat of the British fleet, a great explosion was heard. It proved to be the sign of the destruction of Fort San Carlos. The following day, November 9, 1814, marked the end of Fort St. Michael, which was blown up by Jackson just before his departure for New Orleans and its historic defense.

**Jackson Makes Pensacola American**

Until the spring of 1818, General Jackson's military operations were confined to the province of East Florida, but in May of that year he again began an invasion of West Florida, with Pensacola as his objective. Don Jose Masot was then governor of the latter and protested his mission as an offence against the Spanish King. He himself retired with most of his troops to Fort San Carlos, leaving a few only at Pensacola under his lieutenant-colonel. Without opposition, Jackson took possession of Pensacola and on the following day (May 25th) invested Fort San Carlos. A demand to surrender having been refused by the Spanish commander, the fort and the American batteries, about 400 yards distant, had a lively artillery duel, which extended over most of May 26th. Then came another parley and the surrender of the 27th. The American commander had no objection to the Spanish surrender "with all the honors of war," as the enemy garrison was transported to Havana and West Florida ceded to the United States.

Whereupon, Jackson appointed two of his officers, Colonel King and Captain Gadsden, governor (civil and military) and collector of the port of Pensacola, respectively, and set up an American government generally. After fourteen months, by agreement between Spain and the United States, this was superseded by another Spanish administration, pending the ratification of the treaty of session by Spain. The vexatious procrastination of the latter nearly caused a break between the two countries, but in February, 1821, the ratification took place.

Having obtained a much-needed rest from the wear and tear of the Seminole campaign immediately preceding his capture of Pensacola, General Jackson was shortly afterward appointed provisional governor of Florida, and instructed to proceed to Pensacola, with a small military force, to receive from the Spanish authorities a formal surrender of West Florida. The members of Jackson's family who accompanied him
from the Hermitage, on this mission, were his wife and adopted son, the latter, Andrew Jackson Donelson. As the expedition went by way of New Orleans, it was about two months and a half enroute. All the preliminaries of the transfer were arranged at the ranch of Manuel Gonzales, then known as the Fifteen Mile House, and now as Gonzalez, Escambia County, about fifteen miles north of Pensacola.

Mrs. Jackson, however, took up her residence at Pensacola two or three weeks before July 17, 1820, when the change of flags was to take place. During the Sundays which preceded the change, Mrs. Jackson who was preeminently a pious woman, cherishing much reverence for the Sabbath, was greatly scandalized by the manner in which it was disdained. Shops did more business on that day than any other. It was a day of public gambling, fiddling, dancing and boisterous conduct. When the last Sunday of Spanish rule came, seemingly because the last, the fiddling, dancing, noise and confusion, exceeded that of any preceding one. Unable to restrain her pious indignation, Mrs. Jackson vented it in a protest against the Sabattic Saturnalia, made through Major Stanton, with the emphatic announcement that the next Sunday should be differently spent.

In anticipation of the change of government, there was a large influx of people from the States, induced by the greatest expectations entertained of the future of Pensacola; a future in which it was confidently predicted, it was to be the rival of New Orleans. Many persons also came expecting official appointments from the new Governor, but who greatly to his chagrin, as we learn from Mrs. Jackson's letters, were disappointed, in consequence of the President himself making the appointments.

At length the sun rose upon the day when its beams were for the last time to bathe in light the ancient banner of Castile and Aragon, as the emblem of the sovereignty of these shores. In the early morning appeared in the Public Square the Spanish Governor's guards, handsomely dressed and equipped, consisting of a full company of dismounted dragoons of the regiment of Tarragona. After a parade, they fell into line south of the flag staff, extending from east to west in front of the Government House, which stood on the northeast corner of Jefferson and Sargossa streets. At eight o'clock there marched down Palafox street a battalion of the Fourth Infantry, and a company of the Fourth United States Artillery, coming from their camp at Galvez Springs, which filing into the Square formed a line opposite the Spanish guards, and north of the flag staff. Precisely at ten o'clock, General Jackson and his staff, entering the Square, passed amid salutes from the Spanish and American troops, between their lines to the Government House, where Governor Callava awaited him for the purpose of executing the documentary formalities of the cession. As the first sign that this act was performed, the Spanish sergeant guard at the gate was relieved by an American sentinel. General Jackson and Governor Callava then left the house, and passed between the double line of troops. As they reached the flag staff the Spanish flag came down, and the stars and stripes went up, saluted by the Fourth Artillery and the sloop-of-war Hornet, whilst her band, assisting at the ceremony, played the Star Spangled Banner.

At Barrancas the ceremony was slightly different. The flags of both nations appeared at the same time at half-mast. In that position they were saluted by the Spaniards. As the flags were separated, one ascending and the other descending, both were honored with a salute by the Americans.

The day was naturally one of rejoicing to the Americans, but as naturally one of sadness and in some instances of heart aches to the Spanish population. The advantages of being under the United States

---

1 Campbell's "Colonial Florida."
government were too great not to be appreciated by owners of real estate and business men generally. But there was a sentimental side to the change. Some of the Spanish garrison had married in Pensacola, and with others the inhabitants had formed social ties, induced by a common language, habits and tastes. To them it can well be imagined that the change of flags was the presage of bitter separations. In 1763 all the Spanish left the country, and in a common exile mutual consolation was found; but in 1821, the sorrow was that a part went and a part remained to mingle with a strange people. Mrs. Jackson, in a letter, thus expresses the emotions of the occasion: "Oh! how they burst into tears to see the last ray of hope depart from their devoted city and country—delivering up the keys of the archives—the vessels lying in the harbor in full view to waft them to their distant port. * * * How did the city sit solitary and mourn. Never did my heart feel more for a people. Being present, I entered immediately into their feelings."

The Sunday following the change was, according to Mrs. Jackson's prediction, one of quietude and freedom from the license of previous ones, which had so shocked her religious sensibilities. She thus expresses the change: "Yesterday I had the happiness of witnessing the truth of what I had said. Great order was observed, the doors kept shut, the gambling houses demolished, fiddling and dancing not heard any more on the Lord's Day, cursing not to be heard." For the change the lovers of Sunday quietude were doubtless indebted to Mrs. Jackson, for her prediction is not to be taken as that of a prophetess who merely foresees and foretells, but that of a woman with a will of her own, and conscious of her ability to direct the stern governor in the exercise of his authority, at least outside of politics.

The next morning after the change of flags, the Spanish officers and garrison sailed for Havana in the transports Anne Maria and Tom Shields, under convoy of the United States sloop-of-war Hornet.

Governor Callava and staff, however, remained in Pensacola, where his handsome person, polished manners, soldierly bearing and high character made him a general favorite with the American officers and their families, who extended to him every social courtesy. General and Mrs. Jackson, however, were distant and reserved in their bearing towards him, resulting in some measure from a prejudice against Spanish officials induced by the general's experience with Maurique and Masot. Perhaps too there mingled with that prejudice a slight feeling of jealousy of

---

2 Don Jose Maria Callava, a hero of the Peninsular war.
Callava's social success, a weakness from which strong characters under the insinuation of others, are not exempt.

A three-cornered quarrel between the former Spanish governor, H. M. Brackenridge (municipal judge, or alcalde) and Jackson, over the surrender of an unimportant document about to be dispatched, with other papers belonging to the Don, to Havana, caused the arrest and imprisonment of the hero of the Spanish war, as well as complications with the newly established Federal Court of West Florida. But the trouble blew over, although, shortly before his departure for Tennessee, in October, 1821, Jackson ordered the Spanish officers who openly supported their countryman to leave the country as disturbers of "the harmony, peace and good order of the existing government of the Floridas."

On the 3rd of March, 1822, Congress established a territorial government for both of the Floridas. William P. Duval, of Kentucky, ex-congressman, was appointed first governor of the new territory. He resided temporarily in Pensacola, where the Legislative Council of thirteen appointed by the President held its first session. But it had hardly begun its work before an outbreak of yellow fever forced an adjournment to the Fifteen Mile House, where the Florida statutes of 1822 were enacted.

From that time to the present, Pensacola has never been honored as a provincial, territorial or State capital. St. Augustine was the seat of government of the united Floridas for a year before the capital was permanently fixed at Tallahassee.

Since 1821, however, Pensacola has been continuously enrolled in the class of American cities, albeit she still retains evidences of her Spanish origin and occupancy.

Street Reminders of Spanish Occupancy

Palafox Street was named after the heroic young officer of the Spanish army, who with a force of undisciplined troops and peasantry, in 1808 resisted the flower of France's soldiers and marshals, through two sieges and four months of bombardments and assaults. Palafox thus embalmed himself in European history and the street nomenclature of Pensacola as the famous defender of Zaragoza (Saragossa), a name which has also been stamped upon another local thoroughfare.

Baylen Street runs parallel with Palafox and commemorates the victory of the Swiss Reding, then (1808) in the military service of Spain, over a disciplined French army of 20,000 men. The Spanish force was composed largely of irregular troops and the surrender of the French troops occurred at Baylen, a small town on the road leading from Cadiz to Cordova.

Romana Street recalls the most illustrious Spanish general produced by the Peninsular war, the Marquis de Romana. Alcaniz and Tarragona streets commemorate a Spanish victory over the French and, in the case of the latter, an heroic defense and a savage massacre. So that most of the Pensacola streets yet bearing Spanish names are reminders of the events and Spanish heroes of a few years, from 1808 to 1811, inclusive. A decade afterward Pensacola became an American city, and from that time henceforth has held to that type.
CHAPTER XXII

AS AN AMERICAN CITY

That fiery American, Andrew Jackson, at once stamped the national character on Pensacola. Endowed by Congress and the President of the United States with the unusual executive powers befitting the situation, while the territorial government was still in abeyance, he promulgated ordinances establishing Escambia and St. Johns counties and created a judiciary for each to hold quarterly sessions at Pensacola and St. Augustine. The alcaldes, corresponding to American municipal judges, were to continue to exercise their former powers.

HOW JACKSON FOUNDED PENSACOLA

Jackson’s proclamation of July 21, 1821, bringing the city and the county under the civil jurisdiction of the United States was soon followed by an “explanatory ordinance.” In a word, however, the alcaldes had judicial authority over Pensacola town, while the County Court exercised its jurisdiction over the territory outside its limits. When the territorial form of government was established by Congress in March, 1822, Hugh H. Brackenridge, a brilliant young Pennsylvanian lawyer and Jackson’s closest adviser and friend, was appointed the Superior Court judge for the western district of Florida, or the territory west of the Apalachicola River.

Governor Jackson brought into being another evidence that Pensacola was to be an American city. One of his first ordinances, issued in July, 1821, was to establish a Board of Health, composed of the mayor, aldermen and resident physicians, and a health officer was appointed to superintend the quarantine and health regulations. A lazaretto was established at the Barrancas and a quarantine detention of twenty-four hours was required for vessels which arrived from the southern ports. The first session of the Territorial Council, held in the following year passed a similar act, which was approved by Governor Duval in September of that year. This prompt re-enactment of legislation in protection of the public health was doubtless caused by the outbreak of yellow fever at Pensacola, which forced the adjournment of the Council to Fifteen-Mile House. When it finally assembled in regular session, late in the summer of 1822, two well known Spanish inhabitants of Pensacola were among the representatives from Escambia County, John de le Rua and Jose Noriega.

OBSTACLES TO GROWTH

In line with the happenings of this period is the following extract taken from Gov. Francis P. Fleming’s “Memoirs of Florida.” “During General Jackson’s administration, which nominally continued until June, 1822, a military force was stationed at Pensacola and St. Marks, under Col. J. R. Fenwick, and at Amelia Island and St. Augustine, under Lieut.-Col. Abram Eustis. This gave new life and activity to the towns, accentuated by the presence of a crowd of adventurers and prospectors from all parts of the Union, particularly at Pensacola, which soon had a population of about 4,000. This period of prosperity was of short duration. In the following year Pensacola was smitten with yellow
fever in its most virulent form. Many died, and all who could, sought refuge in the woods or fled to the north, and in 1823 scarcely 1,400 population could be found, while commerce and industry were for the time almost entirely destroyed.”

**INSECURITY OF LAND TITLES**

The settlement of Pensacola, as well as the new town of Jacksonville which had just been surveyed, was also permanently retarded by the insecurity of titles to land covered by the great British and Spanish grants beclouding nearly all private claims to real estate in both Eastern and Western Florida. A territorial land commission was then struggling to bring some order from the bewildering and discouraging complications. A large part of old West Florida and Pensacola were covered by British grants, and claims based thereon, embracing about one-third the present municipal territory, were laid before the Board of Commissioners during the period under discussion. These matters were not adjudicated until many years thereafter.

**COL. JOSEPH M. WHITE**

No one man in Florida contributed more to the intricate legal and judicial work of laying a groundwork for substantial adjudication than Col. Joseph M. White, a highly educated Kentuckian who settled at Pensacola, in 1821, as a lawyer of standing. While a member of the West Florida Land Commission, in 1828, and then serving his second term in Congress, he was requested by President Adams to become assistant counsel for the United States in the adjudication of the Spanish and French land claims by the Federal Supreme Court. For that purpose Colonel White was to collect all the Spanish and French ordinances affecting the land titles in Florida and all other territories and states belonging at any time to the Spanish or French domain in the United States. Accordingly, in February, 1829, the author of that collection presented to Secretary of State Henry Clay the invaluable compilation known as “White’s Spanish Law,” and which has remained the groundwork for all subsequent legal or judicial procedures within that field of investigation.

**PERMANENT CAPITAL AT TALLAHASSEE**

During the second session of the Legislative Council, held at St. Augustine in the spring of 1823, Dr. William H. Simmons, of that place, and John Lee Williams, of Pensacola, were appointed commissioners to select a permanent capital near St. Marks, on Apalachee Bay, which should be located at a site more convenient of access to the people of Florida than either Pensacola or St. Augustine. As is known, Tallahassee, inland, was the result of their investigations. Colonel Williams, the Pensacolian, had surveyed the northern gulf coast of Florida and traveled extensively through the territory, but became better known as the first real historian of Florida than as a surveyor or any other practical workman. His later years were spent at Picolata, near St. Augustine.

In 1824, Congress divided Florida into three Superior Court districts, divided by the Apalachicola and Suwannee rivers, sessions to be held twice a year at Pensacola, Tallahassee and St. Augustine. Henry M. Brackenridge was appointed judge of the western district. The Southern judicial district, centering at Key West, was not created until 1828, and in 1834 the laws made it obligatory to hold a Superior Court in each county. Pensacola was, of course, the county seat for Escambia.

**PENSACOLA INCORPORATED AS A CITY**

At the session of the first Legislative Council which met at Tallahassee in November, 1824, Pensacola, with St. Augustine and Ferman-
dina, was incorporated as a city. At that time the western city had just been selected by the United States Government as a site for a Federal navy yard. Many of those driven away by the yellow fever disaster were returning to Pensacola, her annual exports had reached 2,400 bales of cotton and 260,000 feet of sawed lumber; Rev. Father Maenhaut had commenced to preach Catholicism in English, and altogether the old Gulf coast port was experiencing a season of revival and bright outlook. Her citizens in the Council even made an attempt to have a bank incorporated, but the territorial legislators and Governor Duval called a halt to their financial ambition at that time.

**Short Story of First Bank**

In 1828, the Bank of Pensacola was incorporated over the governor's veto, and three years later its stock was limited to $2,000,000. It was swallowed, with other Florida banks, by the unreasonable speculations and inflations of the period, and in 1835 was authorized to increase its stock to $2,500,000 and to purchase shares in the proposed Alabama, Florida & Georgia Railroad. The road went under, after a large amount had been expended in grading, and was the chief load on the resources of the bank which forced it to suspend in 1837. It resumed specie payments in 1839, but a year later suspended permanently. The interest on its indebtedness was finally paid by an agent of the United States Bank in London. That is the short and sad story of Pensacola's first bank. The Florida, Alabama & Georgia Railroad, the chief weight which pulled it down, foreshadowed the Louisville & Nashville system, which eventually did so much to build up the city.

**Catlin's Idea of Railroad Advantages (1835)**

George Catlin, the Indian painter, who visited Pensacola in 1835, had the proper idea of that railway connection, as a stimulant to the commercial life of the little city, as witness his words: "A plan of railroad has been projected from Pensacola to Columbus, Georgia, which needs only to be completed to place Pensacola at once before any other town on the southern coast, except New Orleans. Of the feasibility of such a work there is not the slightest doubt, from the opinions advanced by Captain Chase and Lieutenant Bowman, two of the most distinguished engineers of the army. Had this road been in operation during the past winter, it is calculated that the cotton growers of Alabama might have saved $2,000,000 on their crop, by getting it earlier into market and receiving the first price of 1834 cents, instead of waiting six weeks or two months for a rise of water to enable them to get it to Mobile, at which time it had fallen to nine cents a pound."

But although Pensacola experienced the temporary boom of 1836, the Seminole war of 1835-42 and the panic of the year 1837 gave the infant city a most disagreeable set-back. When Florida was admitted as a State in 1845, the city of the west, with its fine harbor and commercial prospects, was no nearer railroad transportation than previously. To reach Pensacola from Jacksonville or St. Augustine, the shortest route was to go to Savannah by boat, thence by rail to Macon and Montgomery and thence by any land conveyance which offered to Pensacola.

**Defenses Strengthened**

It was during the period 1833-44 that the defenses at the mouth of Pensacola Bay were materially strengthened. Old Fort Pickens was built between 1833 and 1842, and Fort McRae, now rapidly disappearing, between 1839 and 1844. About this period were also constructed the brick fort at Barrancas and Fort Redoubt.
DEATH OF COLONEL WHITE

Becoming a little personal—Colonel White was serving the last of his terms in Congress under a cloud of unpopularity, and, while preparing to complete his Florida history, by adding some chapters on the Indian war, died in St. Louis, October 19, 1839.

PENSACOLA'S CHIEF JUSTICES

Pensacola also furnished two chief justices of Florida, Walker Anderson and Benjamin D. Wright. Judge Anderson was a Virginian, who studied law in North Carolina and was a professor in the university of that state before he came to Pensacola in 1835. He was a member of the St. Joseph convention that framed the first constitution of the state and subsequently, for four years held the office of naval agent at the port of Pensacola. Judge Anderson's service as chief justice of the state—the second to be thus honored—covered 1851-53, after which he resumed professional life at Pensacola, where he died in 1857.

The third chief justice of the state, Judge Wright, was a Pennsylvanian and a brother of Dr. Joseph Wright, surgeon general of the United States army during the Civil war. He settled at Pensacola in territorial times and served as United States district attorney and judge of the Superior Court for the western district, before he succeeded Judge Anderson, as chief justice, in 1853. After holding the office for about a year, or until the vacancy was filled by election, he resumed practice in Pensacola, where after an active career in professional and political life, he died in 1875.

RAILROADS STILL IN THE FUTURE

During the decade preceding the Civil war, Pensacola shared, with the other promising and ambitious cities of Florida, the bright outlook of becoming a part of some railroad system, as Congress was encouraging such expectations by its generous doling of land grants to the various states and territories of the Union. State and Nation had now joined hands in railroad construction, or at least in railroad promotion. From 1850 to 1853, the following companies were incorporated, aimed at Pensacola: Florida, Atlantic & Gulf; Alabama & Florida (Pensacola to Montgomery); Pensacola & Mobile Bay and Pensacola & Georgia. The panic of 1837 was repeated by the hard times of 1857, and even the incorporation of railroad enterprises was discouraged. At the commencement of the Civil war Pensacola's sole railroad was less than 50 miles of the Florida & Alabama line, from the city to the Alabama boundary, and that even was torn up by Federal troops soon after the commencement of hostilities.

PENSACOLA IN THE CIVIL WAR

At the outbreak of the Civil war, Pensacola was deemed the military key for the control of the Gulf region in the United States, as Jacksonville had become the objective point of the Federalists in their naval and land operations for the control of the Atlantic coast region south of Charleston, South Carolina. The Confederates themselves fully realized the importance of securing Pensacola and its unrivalled harbor for their own purposes, and two days after the ordinance of secession had been adopted by the Tallahassee convention, Florida troops took possession of the Navy Yard, Fort Barrancas and Fort McRae, which guarded the entrance to the bay. Fort Pickens, however, at the western extremity of Santa Rosa Island, and a little north of Fort McRae, across the most direct inlet to the harbor, was held by the United States forces. On the mainland were the Navy Yard and Fort Barrancas, the two forts
mentioned being on islands, so that Fort Pickens commanded all three points held by the Confederates, and became headquarters for the United States forces in Florida. Pickens had been completed in 1853, after fifteen years of constructive work.

The first flag of the Confederacy hoisted over a captured camp in Florida was raised over the Navy Yard, and consisted of thirteen alternate stripes of red and white, with a blue field centering a single star. On January 12, 1861, it had been surrendered by Commodore Armstrong to seven companies of Florida and Alabama troops, and two days before Lieutenant Adam J. Slemmer had spiked the Union guns at Barrancas, destroyed 20,000 pounds of powder at Fort McRae, and the eighty Federal soldiers under him were transferred to the stronghold of Fort Pickens.

Maj.-Gen. William H. Chase, a veteran of the regular army and who had superintended the construction of most of the defenses of Pensacola Bay made during American occupancy, had been appointed by the Florida convention as chief in command of Confederate troops at Pensacola. He made three demands upon Lieutenant Slemmer for the surrender of Fort Pickens, resulting in so many refusals from its defender. Volunteers were arriving daily upon the mainland, and it is probable a Confederate assault would have been delivered before the end of January had not orders to withhold it been received from Southern leaders who yet lingered in Washington. While military matters were thus suspended, reinforcements were sent to Fort Pickens from Key West, and Gen. Braxton Bragg, a Mexican war veteran, assumed Confederate command in March. In the following month, Col. Harvey Brown, an able officer in the Seminole war, became the Federal commander at Pensacola. He brought to Fort Pickens 450 regular troops, and other reinforcements of men and supplies poured into the Union fortress. This influx of strength to Fort Pickens and the Federal cause was offset on the mainland by accessions of Confederate soldiery from half a dozen southern states outside of Florida, while Col. Theodore O'Hara, a Mexican war veteran and author of “The Bivouac of the Dead,” was assigned to command Fort McRae, and Col. John H. Forney, later a major-general, was placed in charge of Fort Barrancas.

**First Engagements in Florida**

After a period of short drill at the camp of instruction, Chattahoochee arsenal, the First Florida Infantry was mustered into the military service of the Confederacy on April 5, 1861, and reported to General Bragg a week thereafter, arriving at Pensacola on the day that Fort Sumter was bombarded and the real activities of the war commenced. In May, the port of Pensacola was blockaded by United States vessels and by July the blockade had extended to Apalachicola, St. Marks, Cedar Key and Tampa on the Gulf coast. Until October, there were no open hostilities between the Confederates under General Bragg, who had completed a line of heavy batteries extending four miles (from Fort McRae to the Navy Yard), and Colonel Brown, the Federal commander, who had built strong sand batteries to support Fort Pickens, who stood opposite the center of the Confederate forces, about a mile distant. Troops from the Union command fired on Confederate schooners, burned an enemy drydock and finally set fire to the largest schooner of the harbor police fleet. During the bold enterprise last noted, three of the attacking party were killed and thirteen wounded, while two of the Confederates were wounded. This was the first encounter between opposing Florida troops in which there was loss of life.

A few weeks afterward (October 9th), Bragg's Confederates executed an equally daring movement against the Fort Pickens garrison. The expedition was in direct command of Gen. Richard H. Anderson, of South Carolina, who afterward became one of Lee's great corps com-
manders. The Federals were taken unawares, as the assault was made early in the morning. The pickets of the famous New York zouaves were either shot or captured, the regimental camp was charged with fixed bayonets and its buildings fired, and, although the Confederate troops retreated to their barges before a superior force, much valuable war property was destroyed and several prisoners taken. The Federal casualties were fourteen killed and thirty-six wounded; the Confederate, twenty-eight killed and thirty-six wounded. Thus ended the first encounter in which Floridians gave their lives for the southern cause, on the soil of their state.

The next noticeable event of the war in which the Pensacola region figured, was the artillery duel of November 22-24, 1861, between Fort Pickens and the Confederate batteries lineup from Fort McRae to the Navy Yard, with two Federal men-of-war directing their broadsides at the former. The two-days' engagement was spectacular, and at one time it seemed as though Fort McRae would be destroyed. Its magazines were exposed and through the shattered doors of one of them live cinders from a burning building outside the fort were driven. Twenty-one men were wounded, one mortally, and six men were buried alive by the caving-in of a magazine. During the night of the 23d, it was proposed to abandon the fort, but its commander, Col. John B. Villepigue, and his superior, General Bragg, opposed the suggestion. Necessary repairs were accordingly made, and as the tide had fallen the next morning so that the Federal ships could not get within effective range, Fort McRae was saved from destruction. Nearly two-thirds of the villages of Warrington and Wolcott, adjoining the Navy Yard, were destroyed by Federal shells and several buildings in the Navy Yard itself were burned. The last shot was fired in the morning of the 24th. Although much damage was done to the Confederate defenses at Fort McRae and on the mainland, they were by no means destroyed and remained in possession of the South for several weeks.

PENSACOLA OCCUPIED BY UNION FORCES

Under the circumstances, the Confederacy determined to abandon the Florida coast to the enemy, especially as all its forces were needed to fight the great land battles then being waged in the Southwest and along the Potomac. The main body of the Florida troops, including the First Infantry, was hurried to Corinth and the prospective battlefield of Shiloh, leaving Gen. Samuel Jones, Bragg's successor, with a few hundred men at Pensacola. Under orders, General Jones dismantled all the fortifications from Fort McRae to the Navy Yard, and on the night of May 9, 1862, everything was fired—forts, hospitals and other buildings, steamers and transports. The Federal forces at Fort Pickens and from the blockading ships attempted, in vain, to shell the Confederates and drive them from their work of destruction, but on the following day had to be satisfied to take possession of four miles of ruined defenses. On the 12th of May, the Union forces took possession of Pensacola and raised their flag over it. Thenceforth until the end of the war, the Pensacola Bay region was in undisputed possession of the United States. The last of the army of occupation to leave the city were the negro troops under General Steele, who had been held both at Pensacola and Barrancas, and left late in March, 1865, to participate in the siege of Mobile, which fell during the following month.

ALDEN vs. REED

The period and events of reconstruction, or destruction, had its disorganizing and retarding effects upon Pensacola as upon the State of Florida and the South. George J. Alden, a Pensacolian, was a leading figure in the political turmoil which marked the administration of Gov.
Harrison Reed, 1868 to 1872. The negro leader, Jonathan C. Gibbs, had refused the appointment of secretary of state, tendered to him by the chief executive, and Mr. Alden had accepted it. Soon afterward, a faction of the republican party, supported by Secretary of State Alden, attempted to dispossess Governor Reed from office. Gibbs was then induced to accept the secretaryship, the governor secured the solid backing of the negro element and held to his four years' term.

During Governor Reed's term, there was a revival of railroad enterprises which had been stayed by the Civil war. The embryo roads had defaulted on their interest payments on the Internal Improvement fund, and in March, 1869, the Pensacola & Georgia had been sold. But at the special session of the Legislature in the following June, was incorporated the Jacksonville, Pensacola & Mobile Railroad Company, with exclusive right to build a line from Quincy, Gadsden County, to Pensacola and Mobile. At Governor Reed's insistence, the state issued $4,000,000 in bonds to further the construction of the railroad, but most of the fund was squandered and diverted from its practical object, and the payment of the bonds was long a vexatious public problem. And Pensacola was still railroadless.

**Pensacola Medical Society**

A diversion from the record of matters which are of general interest, or a public nature, is the founding of the Pensacola Medical Society, formed in 1873. Its twelve charter members included Drs. R. B. S. Hargis, J. S. Herron, Renshaw, Creary, Oglesby, Bevier and Pierpont. Not a few members of the medical profession became public leaders in Florida, one of the most influential being Dr. J. C. Bronaugh, surgeon general under Jackson, and the first president of the territorial Legislative Council.

**Substantial Banks Founded**

By the late '70s, the state had so recovered from the disruptions of the Civil war and Reconstruction that a number of banks throughout Florida were established which proved to be substantial and beneficial. In 1876, when Pensacola was sharing in this revival of confidence, F. C. Brent opened a bank which was successfully conducted as a State institution for sixteen years. In 1880, the First National Bank of Pensacola was organized by D. F. & M. H. Sullivan, and in 1892 was consolidated with the Brent Bank. For many years the First National Bank was conducted under the presidency of F. C. Brent.

The Citizens National Bank of Pensacola was organized in 1893, and the American National Bank in October, 1900. The latter had the distinction, for some years, of being the youngest and the highest capitalized national bank in Florida.

**The Louisville & Nashville System**

The various steps by which the Internal Revenue fund was made available for the construction of Florida railroads are not to be described at this point. In 1881, when the fund was released from indebtedness, only about thirty-four miles of actual construction had been accomplished in the state since 1866, and none of the 500 miles then (1881) in operation had been of any benefit to Pensacola. But the event of which she had been dreaming for thirty years was at hand. In 1881, the Pensacola & Atlantic Railroad Company was chartered by the State Legislature and organized, with M. H. Smith, of Louisville, as president, and William D. Chipley, of Pensacola, as general superintendent.

Colonel Chipley was the father of the railroad, as is stated on the monument erected to his memory at the Plaza in the heart of Pensacola.
There are few citizens who have more deeply enshrined themselves in the admiration and affection of Pensacola than the colonel. He was a captain in the Confederacy and one of the founders of the Confederate Memorial Association. Prominent in establishing the Florida State Agricultural College, he was also a leader in public affairs. As mayor of Pensacola and a member of the State Senate, he is best known in this field. He died in Washington during 1897.

Associated with Colonel Chipley in the construction and completion of the Louisville & Nashville Railroad were L. H. Sellars, F. B. Bonifay and R. M. Cary, Jr., of Pensacola. Ground was broken in actual construction on August 22, 1881, and the entire line of 161 miles was completed April 11, 1883. Thus the Pensacola & Atlantic line became a part of the Louisville & Nashville Railway system, and, through its connections with that road at the Alabama boundary, coming into touch with Western United States, and at River Junction, on the Apalachicola, with Eastern Florida and the Atlantic Coast systems.

From that time to this, the Louisville & Nashville system has remained the strongest force in the development of Pensacola, whether viewed from the land or the sea. The city’s development as a port is thus described in “Fleming’s Memoirs of Florida,” the paragraph quoted having been written in 1902: “In 1895, after many years of neglect, the possibilities of Pensacola harbor enlisted the serious attention of the Louisville & Nashville Railroad Company. It had already operated a line of small steamers to Havana and other Cuban ports and a line of steamers and coal barges to Galveston. The directors appropriated a quarter of a million dollars for the purpose of improving the dock facilities in order to encourage foreign trade and soon afterward the United States engineers decided to cut a new channel to the entrance of the harbor. Work on the latter was begun in 1896 and continued until there was an ample bar channel with thirty-one feet of water at low tide. This made the magnificent harbor the largest and deepest land-locked harbor in the South, and apparently adequate to the demands of ocean commerce for the continent, accessible to all vessels that float. At the same time the railroad company enlarged its appropriations and built immense warehouses and wharves. The principal warehouse carries a wharf fifty feet wide and 2,000 feet long, two stories high, and supplied with four miles of railroad track. This is the largest in the South. Another wharf in connection with a large grain elevator is fitted with the largest automatic grain carrier in the world (1902), and is used to handle grain from St. Louis, Kansas City and other western points intended for export. Another large wharf is supplied with modern facilities for the rapid loading of vessels with coal. The yard facilities for storing cars have also been greatly increased, so that a thousand loaded cars can be easily cared for while awaiting transfer of their contents to vessels. These improvements and the growth of steamship transportation have assured the position of Pensacola as one of the principal exporting cities of the United States.”

PENSACOLA HARBOR ADVERTISED

Undoubtedly, one of the events, world-wide in its advertisement which called general attention to the magnificent natural advantages of Pensacola Harbor, was the visit of the White Squadron, the flower of the United States Navy, to its deep and secure waters, in the year 1890. In March of the same year, this impression was strengthened by the visit of Admiral John G. Walker, Governor Francis P. Fleming, United States Senator Simon Cameron and Congressman Herbert, heads of the Senate and House Naval committees, and other distinguished guests.

The commercial response to the wonderful increase in harbor facilities brought about by the cooperation of the Nation and the Louisville & Nashville Railroad was almost immediate. Reliable statistics show that
the value of the exports from Pensacola, in 1895, was $3,718,127; in 1896, $6,615,635; in 1897, $8,772,082; in 1898, $9,966,164, and in 1899, $14,413,522. Timber and lumber, cotton and phosphate were the leading articles of export, and the chief importing countries were the British Empire, Germany and Austria, Italy, France and her colonies, and Cuba, West Indies and Central America. The Gulf Transit Company came into direct cooperation with the shipping facilities of the Louisville & Nashville Railroad.

Both during the activities of the Cuban revolutionists and the progress of the Spanish-American war, 1897-98, Pensacola remained on the edge of the main stream of events. In March, 1897, the steamer Monarch made several unsuccessful attempts to leave Pensacola on filibustering expeditions, finally avoided the watch-dogs of the navy and landed on the Cuban coast. The two local companies, the Escambia Rifles, commanded by Capt. R. M. Bushnell, and the Chipley Light Infantry, Capt. R. M. Carey, were units of the First Florida Volunteers, who were always ready, but did not see active service.

In 1901, Pensacola Harbor was widely advertised as not only one of the finest natural ports in the South, but one of the best improved, for during three of the early months of that year the North Atlantic Squadron of the American fleet rendezvoused in its land-locked waters. Such great battleships as the Kearsarge, Massachusetts and Alabama passed with ease through its deepwater channel and had ample room to maneuver when they had entered the harbor. The squadron was in command of Admiral Norman H. Farquhar, and he endorsed a most favorable report which was made by his chief of staff to the Navy Department as to the desirability of the Port of Pensacola as a base for such maneuvers.

BEGINNING OF NEW ERA

The year 1880 was the beginning of a new era of prosperity for Pensacola, as the result of the destructive fire of incendiary origin which at 12:30 A. M., on the 11th day of December, started in a building on Palafox Street, between Romana and Intendencia streets, and swept by a strong northeast gale down both sides of Palafox Street to Main Street and east on Government Street beyond the old Catholic Church which was located on the lot in the rear of the opera house. The buildings in the fire’s path were most inflammable, and as the only stream fire engine was in the repair shop, the destruction in this area was complete, and included the loss of many valuable public records in the city’s archives.

After this fire all the brick buildings on Palafox Street south of Garden Street, were erected, and many brick buildings were erected in other sections, although as late as 1907 there were only five fire-proof buildings in the city—two were of reinforced concrete. The fire-proof city jail and bank building were then in the course of construction. There were eleven three-story buildings, one five-story and one seven-story building.

A CONTRASTING PICTURE

The contrast of Pensacola’s present with its past will best demonstrate its progress. The population now is over thirty-five thousand. In 1850 it was 2,164, and 6,845 in 1880. In the latter year it had seven miles of streets, all unpaved, no sewers, waterworks, gas or electric lights, street railroads or omnibus line. The streets were lighted with oil lamps and the supply of water was obtained by iron pipes one or two inches in diameter driven into the ground to the depth of fifty or sixty feet with suction pumps at the top.

Its fire department consisted of five volunteer companies having a membership of 180 and equipped with one steam fire engine, two hose cars and a hook and ladder truck and a hand-engine. It was well
organized and efficient. There were two public schools, one each for white and negro children. The Catholic Convent had four schools, one each for white and negro, boys and girls, and the Episcopal Church also had a school under the direction of its rector.

Plaza Ferdinand VIII, the beautiful park bounded by Government, Zaragossa, Palafox and Jefferson streets, may be presented to exhibit some of Pensacola’s progress. This plaza had always been the heart of Pensacola. Originally it extended south to the waters of the bay. In and around it was established during the Spanish regime the church and all the public buildings that existed in Pensacola when Florida was acquired by the United States. Here, on July 21, 1821, General Callava, representing the Spanish government, surrendered to Gen. Andrew Jackson the keys and archives of the city, when the royal colors of Spain were lowered and the Stars and Stripes of our glorious republic were hoisted.

In this plaza of its present reduced area, which for years remained unimproved and unsightly, serving as a dumping place for street sweepings and as a pasturage for stray animals, many other of the great events in the history of Pensacola transpired. This plaza was slightly improved in 1885, and was subsequently provided with one electric arc light, earth or gravel walks, and a few rough seats to accommodate persons seeking rest. After the friends of Col. W. D. Chipley had erected therein the granite monument that commemorates his life and services, the first real efforts were made to beautify and improve the plaza.

In 1899 the only street pavement was on that portion of Palafox Street extending from Main Street to Garden Street. The sidewalks throughout the city were mostly of wood, except within the limits south of Garden Street and between Baylen and Tarragona streets. The sewers, including private lines, and those constructed by the Government and the County Board of Health did not exceed five miles in length, and it was a great privilege to be able to connect with them. Surface drainage was by no means of open ditches or drains, but much of the rainfall was quickly absorbed by the porous soil of unpaved streets.

The thickly settled and favored sections of the city were illuminated by gas lights furnished by the Pensacola Gas Company, which has operated its works in this city since 1883. In the same year the horse-drawn street car system was established. This line extended originally to Friscatti, at the eastern terminus of Gregory Street, and to Kupfrian’s Park, just outside the northwest limits of the city. These two places were pleasure resorts. The Pensacola Waterworks, established in 1886, were privately owned and furnished the chemically wholesome water with which nature favors Pensacola. The company was doing a flourishing business, although residents in a small area only were served. On the lot at the corner of Palafox and Cervantes streets the water company erected a standpipe, the top being 199 feet above the intersection of Palafox and Government streets, and furnished hydraulic pressure for fire protection. This standpipe was removed by the city commissioners in 1913 to provide a location for the beautiful and modernly equipped laboratory of the State Board of Health.

The passenger depot of the Louisville & Nashville Railroad Company was a large well-built, but poorly equipped, unsanitary and miserably-kept building at the northeast corner of Tarragona and Wright streets, now replaced with a fine modern terminal.

Horse cars were superseded by electric cars in 1896. This electric line was extended via Palafox, Wright, Alcaniz to Ninth Street, now Brainard. In 1899 it was further extended from Brainard Street via Sixth Avenue and Thirteenth Street to its eastern terminus at Twelfth Avenue.

On the west side of town it was extended via Gregory, Devilliers and LaRua streets to St. John’s Cemetery and Kupfrian’s Park, also north on Palafox via DeSoto, Spring, Gadsden, Devilliers, to connect with the
existing lines to establish the North Hill belt. The extension of the lines to form the East Hill belt was made under ordinances passed in 1905.

These improvements of the street car system indicated that the city was growing and would continue to progress. And most of the residences north of Gadsden Street and west of Palafox, and on East Hill east of Ninth Avenue and north of Belmont Street were constructed after the electric car system was established.

In 1900 and 1901 there was great demand for public improvement. This was voiced by a mass meeting of citizens held at Clutter's Music Hall, upstairs in a building on the same site as the building in which Clutter's Music Store is now located. This meeting inaugurated the campaign for a municipal bond issue for public improvements. This resulted in the passage of a law by the Legislature of 1901 empowering the city to make its own valuation of property for municipal taxation, independent of the state and county assessments, and also of a law authorizing the issuance of bonds. All preliminaries for the issuance of these bonds were perfected. F. C. Brent, William Fisher and J. M. Pfeiffer (all of whom have since died) constituted the Board of Bond Trustees, but financiers and bond experts of New York advised against the issuance of the bonds at the time and in the manner proposed, and intervening local conditions, postponed their issuance until 1906, after the Legislature of 1905 passed the Enabling Act which was drawn by City Attorney John B. Jones. Because of Mr. Fisher's death and the voluntary retirement of Mr. Brent the new Board of Bond Trustees was composed of L. Hilton Green, W. K. Hyer, Jr., and J. M. Pfeiffer, and they with the City Council Committee on Finance controlled the first real large financial venture of the city.

From 1906 to 1912 the city issued improvement bonds amounting to $1,000,000. In 1911 other bonds to refund old bonds amounting to $254,000 that had been issued in 1881 to take up bonds that were issued to aid the building of a railroad, the completion of which was prevented by the Civil war.

**Financial**

With the proceeds of these bonds the city during the period from 1906 to 1912 purchased, extended and improved the water system; graded improved and paved, mostly with brick and creosoted wood blocks, about twenty-five miles of the streets and improved the parks, parkways, and parking connected therewith; constructed thirty-three miles of sanitary sewers and six miles of storm water drains, or sewers. Paving was partly paid by special assessments. The city jail and city hall were also constructed.

A small portion of the sewer and paving work was completed after the advent of the commission government in 1913 under the supervision and direction of Commissioner Adolph Greenhut. Thomas H. Johnson and F. F. Pou, who also with an additional bond issue in 1915 further improved and beautified the waterworks plant, and erected the handsome building on Spring Street south of Garden for the use of the fire department.

During this period the Louisville & Nashville Railroad Company improved its wharves and terminal facilities, the extension and improvement of its wharf and warehouse at the foot of Tarragona was made and the construction of the great warehouses and wharf on Comendencia Street, the improvement of Jefferson Street wharf and also its coaling facilities on Muscogee wharf took place and the construction of the new passenger depot on Wright and Alcaniz streets that would be a credit to any city.

The advent of the naval stores industry with the large naval stores yard just north of the city; the enlargement and improvement of the fertilizer factory, all occurred during this period and then followed the
building of the Gulf, Florida and Alabama Railroad, now the M. S. B. & P., extending far into Alabama with Birmingham as its objective, and the construction by it of the magnificent modernly equipped docks and terminals in our great deep water harbor.

During this period the following are among the many fine buildings that were erected: Mr. Thiesen led with the construction of his five-story building on the corner Palafox and Romana Street; then came the seven-story Blount building, the three-story Brent building, the ten-story American National Bank building, the beautiful First National Bank building, the San Carlos Hotel, the Episcopal Church, the two Methodist churches, one on Wright Street and the other on Gadsden Street, the Baptist Church and Y. M. C. A. building on North Palafox Street, the Brent building on Garden Street, the Torre Catholic School building, the Osceola Club, the Consolidated Grocery Company's building, the building of Armour & Company, and of Swift & Company, the Jennings Naval Stores, West Florida Grocery Company, Welles-Kahn Company, and Lewis Bear Company stores and warehouses; also the Keyser Auditorium, Isis Theatre and many other substantial two-story buildings on Palafox, Garden, Baylen and other streets in the business section. And on East Hill, the modern public school building, Sacred Heart Church, Convent of Perpetual Adoration and the magnificent Pensacola Hospital of the Sisters of Charity.

PENSACOLA'S NAVY YARD
(Now the Pensacola Naval Air Station)

The history of the Pensacola Navy Yard dates back to 1824 when the first buildings were erected upon the present site of the United States Naval Air Station which is immediately east of Fort Barrancas on the Government Military Reservation. The first commandant was Commodore Lewis Warrington, for whom the little village directly back of the navy yard was named. Since that time until 1910, forty-nine members of the United States naval forces have been in command of the navy yard. Included in this list are some men who have been closely identified with the history of the country. Commodore Warrington, the first commandant, was followed by Commodores Woolsey, Isaac Chauncey, A. J. Dallas, W. K. Latimer, Josiah Tatnall, Lawrence Rosseau, Cornelius Stribling, J. McQ. McIntosh, who alternately served until 1861.

Rear Admiral D. G. Farragut was in command in 1862-63 and since that time practically yearly changes were made in the office of the commandant until 1910 when Rear Admiral Lucien Young assumed the office. In 1914, at the outbreak of the World war, the navy station was made one of the country's leading naval air stations, for the purpose of training aviators for overseas service and during the war and since it has so continued. The Naval Air Station has been greatly enlarged during the war and today ranks as the only air station on the gulf coast and one of the largest in the country. Recently, there has been added to the facilities of the air station a 900-acre landing field, provided through the efforts of the Pensacola Chamber of Commerce, and the training of land flyers, as well as of seaplane operators, has been taken up. The present commandant is Col. H. Howard Christy, who has been in command for the past five years.

PENSACOLA CHAMBER OF COMMERCE

Pensacola's Chamber of Commerce bears the distinction of being the oldest in the State of Florida and one of the oldest in the country. It was organized in 1887 and Colonel Chipley was its first president. It continued to function under the direction of some of Pensacola's foremost citizens until 1908, when the Young Men's Business Association took its place, continuing the work until 1910, when the Pensacola Com-
mercial Association was formed which, in 1913, was renamed the Pensacola Chamber of Commerce under which it continues to operate.

The record of the Pensacola Chamber of Commerce is replete with accomplishment and among the men who have been its president are such well known citizens as T. C. Brent, Judge W. C. Blount, J. E. D. Yonge, Hunter Brown, Judge W. L. Hoffman, bringing it down to its present head, Paul P. Stewart, who is also the president of the Pensacola Shipbuilding Company.

PENSACOLA AT A GLANCE

Much of the foregoing information comes to this history through the industry and ability of J. B. Morrow, industrial commissioner of the Pensacola Chamber of Commerce and one of the associate editors of the work, and for the data which follows, and, in large part, its style of presentation, the credit is his. First he writes of Pensacola's splendid harbor.

When the Spanish explorer, Narvaez, sailed into the beautiful landlocked Bay of Pensacola in 1528, thirty-six years after the discovery of America, the discovery of the only natural deep-water harbor on the Gulf of Mexico was made. This hardy Spanish explorer little realized the strategic position of the discovery he made, but those who followed him later, soon recognized this, and the early settlements in and about the present harbor of Pensacola became the center of the early commercial activity of the country. In these commercialized days people are prone to forget the beautiful things of nature, and, therefore, Pensacola has been looked upon merely as one of the great Gulf of Mexico ports, and little thought is given as to the conditions which nature had provided in the surroundings of Pensacola Harbor.

The word harbor means little to the exporter or importer, but does mean much to the ship operator. It is for this reason that the description of Pensacola Harbor is timely.

Pensacola Bay is a landlocked body of water twenty-seven miles long and from three to five miles wide, with a single entrance to the gulf slightly less than a half mile wide. The channel entrance proper is more than five hundred feet wide with over thirty-two feet at mean low tide and from that depth to fifty-six feet in the channel to the wharves. This channel is straight and easy to enter in any condition of weather and is only six and one-half miles from dock to sea buoy. The anchorage basin of Pensacola Harbor has an area of seven and one-half square miles of over thirty-five feet depth and nineteen square miles of over thirty feet depth. The range of the tide is about sixteen inches. Vessels can steam from the open sea to their berths without the aid of tugs in perfect safety. It is an acknowledged fact that Pensacola possesses the only natural deep-water harbor on the Gulf of Mexico and south of Norfolk.

The Department of Commerce, in speaking of Pensacola, says: "Pensacola enjoys generally the reputation of having the best and only natural deep-water harbor on the Gulf of Mexico." Within the limits of the City of Pensacola there is approximately 15,600 lineal feet of water front, of which the city owns about eight thousand feet, the railroads about seven thousand and fifty feet and private interests about four hundred feet. There is available warehouse space on the wharves 120,000 square feet, while the total warehousing space in the city, including the above, directly in contact with rail and wharves is 979,200 square feet. Car storage facilities in railroad and privately owned yards are capable of handling 2,300 cars, and open storage of more than two hundred acres is provided.

The center of population of the United States is nearer to Pensacola than any other gulf port and, by reason of its strategic position and short mileage to a large percentage of the inland markets, rail rates to the interior are extremely favorable.
Pensacola is served by the Louisville & Nashville Railroad and its connections and all points in the Middle West, Mississippi Valley and Southeastern territory are reached quickly and by direct route via this great transportation system. The M. S. B. & P. Railway operates a railroad to a connection at Kimbrough, Alabama, with the Southern Railway and thus reaches the vast territory served by the latter railroad. Both these railroads have immense water terminals in Pensacola as well as the most modern coal handling devices.

Regular services are maintained to United Kingdom ports, North European ports and the Mediterranean, to South America, Cuba and the West Indies, Central America and Mexico. Five coastwise services bring the territory tributary in direct contact with Pensacola.

Industrially, Pensacola is well equipped to handle the demands exacted by ocean traffic; ample fuel oil facilities, 9,000 ton Bruce Dry Docks, the immense plant of the Pensacola Shipbuilding Company and numerous smaller machine, foundry and boiler shop industries are available.

The recently established coastwise service of the Transmarine Corporation has linked together the two great ports of Port Newark and Pensacola, both of which have much similarity. At the great terminals of the Transmarine Corporation at Port Newark where rail and water transportation lines are coordinated, we have, perhaps, the greatest example in the North Atlantic of a real economic water terminal. At Port Newark every facility from shipside loading and unloading to rail, ample storage facilities at normal charges, possibility of distribution quickly and economically to the interior, opportunity for concentration of cargo at small cost are in evidence. The replica of this is found in Pensacola, where shipside delivery from rail and the other attendant economical features of cargo handling and storage prevailing at Port Newark are also in evidence.

Thus two great harbors and terminals have been welded together by means of the ships of the Transmarine Corporation. Port Newark on the North Atlantic Coast and Pensacola on the Gulf Coast, both economical ports, are allied in giving to the people of New York and the interior an opportunity to reach the buyer of Pensacola and its tributary territory quickly and cheaply by coastwise water service.

Pensacola shippers and receivers of freight appreciate the new service established and are a unit in its support. They realize that without Port Newark and its splendid terminals, without the Transmarine Corporation, its splendid vessels and its efficient management, the establishment of a coastwise service between Pensacola and the New York area would have been long delayed.

Mr. Morrow supplies many interesting details illustrative of the thoroughly splendid facilities furnished by the port for the benefit of the large commerce, by land and water, which it handles. From this section of his compilation it is learned that the dredged channel over the bar has a minimum depth of over thirty-two feet at mean low tide. The channel entrance is 2,000 feet wide, and the minimum width of channel 500 feet at A. great portion of Pensacola Harbor has a depth of thirty-two feet at mean low water, but water ranges from thirty-two to fifty-six feet. From the center of the city to the open sea is a distance of eight miles. The anchorage area available within harbor: Seven and one-half square miles, thirty-five feet and over; and nineteen square miles, twenty feet and over.

**Coal Piers**

Pensacola has two coal piers, one owned by the Louisville & Nashville Railroad, and the other by the Gulf, Florida & Alabama Railway.

The Louisville & Nashville coal pier is known as Muscogee wharf. This coal dock is 2,440 feet long, with width at sea end of 120 feet. There are on this wharf seven railroad tracks aggregating 11,600 lineal
feet of which five tracks are on the lower level, and two tracks are on
the upper level of coal chutes for handling coal, and four chutes for
handling grain. The arrangement of the wharf is such that vessels can
take bunker coal from upper trestle while loading a cargo from lower
trestle. This coal chute has a capacity of 400 tons per hour.

Gulf, Florida & Alabama No. 1 Pier is an electrically operated traveling
coal derrick with two traveling tipples, all coal being handled over
conveyor belt from three hoppers. It has a capacity of 600 tons per hour
under normal operation.

Muscogee Wharf and Coal Dock has a coal hoist consisting of two
and one-half vertical double bucket hoist, which hoist has a capacity
of 210 tons, per hour, each or 420 tons combined. Either one or the
other, or both hoists may be worked at the same time.

In addition to the hoists, they have ten coal chutes operated from an
elevated coal trestle or wharf, and these can be worked anywhere from
100 to 200 tons per hour, according to the cars. These chutes were put
on the wharf originally to coal merchant vessels, but in the late years
owing to the changed construction of the vessels, they cannot be well
operated on account of not being high enough when vessels come in light
and stand out of the water. One of the chutes, however, is of the tele-
scoping variety, and can be raised or lowered to suit the vessel, and will
coal up to thirty feet above water. The coal hoists will raise coal fifty
feet above water, and were installed recently to take care of modern
vessels. Vessels can take bunker coal from the upper trestle while loading
or unloading cargo from the lower.

On Tarragona Street Wharf the arrangement is such that a vessel can
take cargo from both levels or can load bunker coal from the upper trestle
while receiving or discharging cargo.

Commendencia Street Wharf is so designed that vessels may receive
or discharge from the upper and lower tracks simultaneously, this insur-
ing the quickest possible handling of cargoes. Vessels may discharge or
receive, and take on bunker coal at the same time.

Fuel Oil Facilities

The principal oil station for supplying vessels in Pensacola is main-
tained by the Texas Oil Company, who have expended over one million
dollars in constructing their storage yards, tanks, and loading pier. The
fuel oil pier properly equipped extends for a distance of 1,300 feet from
Main Street, and has an average depth at mean low tide of twenty-eight
feet at berthing space.

Other oil companies prepared to furnish fuel and other oils to vessels are:
Sherrill Oil Company, Standard Oil Company, Escambia Oil Company,
and Gulf Refining Company.

Railroads Serving Pensacola

The Louisville & Nashville Railroad’s most important gulf terminal
is in Pensacola. This railroad reaches by its own lines, Cincinnati, Ohio,
Louisville, Owensboro and Henderson, Kentucky, Evansville, Indiana,
on the Ohio River; Memphis, Tennessee, and St. Louis, Missouri, on the
Mississippi River. The chief cities in the South such as Birmingham,
Montgomery and Selma, Alabama, Nashville, Knoxville, Chattanooga,
Tennessee, Atlanta, Georgia, are reached by this railroad. Westward it
reaches New Orleans, and eastward River Junction, Florida, where con-
nections are made to the East and West coast of Florida.

The Gulf, Florida & Alabama Railway operates to Kimbrough, Ala-
abama, where it makes connection with the system of the Southern Rail-
way, reaching South Atlantic ports and a vast inland territory of the
South.

The Gulf Ports Terminal Railway operates a distance of thirty-five
miles into Baldwin County, Alabama. An extension of this line is proposed to Mobile, to be connected shortly.

The Pensacola Electric Company serves as the belt line railway of the city, connecting the Louisville & Nashville Railroad, the Gulf, Florida & Alabama Railway, and the Gulf Ports Terminal Company. It also serves the Naval Air Station, Fort Barrancas and other institutions located on the Government Reservation, ten miles from the city proper.

**Coastwise Service**

The Pensacola, St. Andrews & Gulf Steamship Company maintains regular weekly service to Mobile, where connection is made with the Mississippi Warrior service. It also operates to St. Andrews, Millville, Panama City, Apalachicola and Carrabelle, Florida.

The Cuba South Coast Trading and Steamship Company, operating to Cuban ports, will make Tampa a port of call.

Coastwise service is also maintained to Milton, Valparaiso, Camp Walton, Santa Rosa, Florida and other East Bay, Santa Rosa Sound and Choctawhatchee points.

**Berthing and Storage Capacity**

The berthing capacity of Pensacola Harbor amounts to seven and four-fifths miles. Its storage and warehouse space, including railroad and other warehouses, as well as the Municipal Wharf (now building), covers 1,004,200 square feet, and the car storage capacity amounts to 2,300 cars, virtually monopolized by the railroads. The open storage (private owned) covers over one hundred acres in the naval stores and shipbuilding yards of the Pensacola Shipbuilding Company, R. F. Mitchell, the Union Naval Stores and the Jennings Naval Stores, and 600,000 square feet occupied by the plant of the Eitzen-Touart Company. The railroads also have fifty acres of open storage, about a million feet of lumber storage and 80,549 lineal feet of trackage.

**Pensacola as a Municipality**

Although the harbor of Pensacola is the great commercial asset of the city, the figures furnished by Mr. Morrow indicate its high standing and its marked progress as a municipality. By decades the increase of its population within the city limits, now embracing an area of nine and three-fourths square miles, has been as follows: 1850, 2,164; 1860, 2,876; 1870, 3,347; 1880, 6,845; 1890, 11,750; 1900, 17,747; 1910, 22,982; 1920, 31,045.

The suburban population of Pensacola, which includes East Pensacola, Kupfrian Park, Palmetto Beach and Warrington, increased from 3,079 in 1910, to 5,918 in 1920. The total population of the city in 1920 was, therefore, 36,953, and it is estimated that it has increased over one thousand since.

The city real estate was valued in 1921 at $1,605,999.14, classified as follows: Water front, $1,000,000; parks and squares, $449,000; other lots and buildings, $156,999.14. The other property of a municipal nature was as follows: Personal property, $85,622.45; Bay View Park, $21,000; waterworks, $326,533.68; sewers, $344,703.80; paving by city, $372,628.19; paving, city property owners, $566,000; total, $1,716,588.12; grand total, $3,323,587.26.

Pensacola has municipally-owned waterworks, valued, outside of real estate, at $350,000. The system includes thirty-five miles of water mains and thirteen wells. The capacity of the tanks and reservoir is 3,100,000 gallons and the annual consumption of water, 975,000,000 gallons.

The city has 125 miles of paved sidewalks, as compared with five miles
in 1902. It owns twenty-four parks and squares, covering seventy-three acres and valued at $449,000.

Public improvements, operating expenses of the municipality, etc., have, in the natural order of events, increased the bonded indebtedness of Pensacola, which is small in comparison with its wealth and resources. In 1890, its bonded indebtedness was $240,000; $540,000 in 1905; $1,240,000 in 1915; $1,480,000 in 1920, and $1,880,000 in 1921.
CHAPTER XXIII

MIAMI AND DADE COUNTY

In population, Miami is the fourth city in Florida, although the youngest in age of those placed in the first class. Pensacola, slightly her superior, is one of the oldest cities in the state. Passing over the historic rumor that Ponce de Leon visited Biscayne Bay three hundred years or so ago, and that there was a large Indian village at that locality, which was the metropolis of Southern Florida, both Spanish and American records show that there were a few settlers and cotton plantations on the site of Miami, during the last years of Spanish ownership and the early period of American possession. As one result of the Seminole war, Fort Dallas was erected at the mouth of the Miami River, in 1836-38, and during the succeeding seventeen or eighteen years occupied, periodically, by United States troops as the most convenient gate to the everglade fastnesses of the Seminoles.

For a number of years after the war, an attempt was made by several planters to restore the plantations which had been destroyed by both Indians and soldiers, but the effort seems to have been rather fruitless, and from 1850 until 1869 followed a period of utter neglect. But on November 30 of the latter year, Dr. J. V. Harris, a resident of Key West, bought 610 acres of land on the north side of Miami River from Harriet English, and from that year the site of Miami was held by individuals and agents of the Biscayne Bay Company until the arrival of another woman—an eastern lady, this time—Mrs. Julia D. Tuttle, who made it possible for the Florida East Coast Railway Company, and its great founder, Henry M. Flagler, to obtain the properties which had come down to her and others and upon those lands plat a city which has endured from then (1896) to the present time.

FOUNDING OF THE PRESENT CITY

The railroad reached Miami on the 15th of April, 1896, and the newspaper called the Miami Metropolis first appeared May 15th, a month later. On the following 28th of July, the city was incorporated, and on October 16, 1896, its newspaper, typical of the bounding spirit of the young municipality, printed a valuable historical article setting forth the details by which the site of Miami descended to the railroad through a series of halting and intermittent steps covering a period of nearly ninety years.

Pertinent portions of this article are quoted:

"Outside of St. Augustine, Pensacola, Tampa, New Smyrna, and Key West, Miami is one of the oldest settlements in the state, but the place never amounted to much until this year of our Lord, 1896.

"It is possible that Miami was a settlement at almost as early a date as any point in the state. We have been informed that County Jean de Hedouville of Coconut Grove has investigated the old French manuscript archives at Paris, and from these it appears that some of those adventurous spirits who followed closely upon the footsteps of Ponce de Leon visited Biscayne Bay and landed at the mouth of the Miami River over three hundred years ago, and that a large Indian town existed here at that time, and that the site of our present city was the headquarters of a great chief, who ruled all of what is now South Florida. We regret
that we can not at this time give the details of investigations made by Count de Hedouville but we hope at some future time to present our readers with an historical article from his pen which will undoubtedly prove highly interesting.

**Egan Grant in 1808**

"Coming down to the present century we will give a few historical facts.

"As far back as February, 1808, the Spanish government granted a tract of 100 acres on the north side of Sweetwater River (now the Miami River), near Cape Florida, to John Egan,’ and there is evidence to show that he settled upon his grant and for a time cultivated a portion of it.

"After Florida was ceded to the United States, an act was passed granting all actual settlers who would locate upon the lands of the territory, or who were located upon any of the land, a tract of 640 acres on condition that they would reside upon it a certain length of time, defend it against the Indians, and comply with certain conditions.

"Shortly after the exchange of flags, James Egan, a son of John Egan, mentioned above, settled on Biscayne Bay and, after complying with the law, presented his claim to the United States commissioners at St. Augustine for ‘640 acres of land on the north side of the Miami River.’ The claim was approved by the commissioners and confirmed by the Act of Congress on February 8, 1827, as shown by the American State Papers, Volume 4.

**South of the River**

"On the south side of the river Rebecca Egan acquired title to 640 acres in the same manner, and, adjoining her claim on the south, Polly Lewis secured another tract of 640 acres, and adjoining her on the south, Jonathan Lewis acquired a donation of 640 acres which embraces the famous Punch Bowl tract.

"All three of these tracts, which embrace 640 acres each, with an aggregate frontage of three miles of bay front, with the exception of a few parcels which have been disposed of, are owned by Mary Brickell. The James Egan tract of 640 acres, on the north side of the river, being about a mile square, with that amount of frontage on the bay as well as on the Miami River, was owned by Mrs. Julia D. Tuttle prior to the laying out of the city, last spring.

**Cotton Fields Worked by Slaves**

"About 1830 the Egans and Jonathan and Polly Lewis conveyed all of their holdings to R. R. Fitzpatrick, a gentleman from Columbia, S. C., who had located at Key West and was afterward collector of that port. Fitzpatrick took possession of the property, erected buildings, brought a number of slaves from South Carolina, and engaged in the cultivation of cotton extensively from 1830 to 1837. During this time he cleared almost all of the large body of hammock on the bay front, extending from what is now the north line of the City of Miami down below the Punch Bowl. He also planted out limes, guavas, and other tropical trees. The numerous lime trees which still exist in the Miami hammock are all the result of the original trees planted by Fitzpatrick in the ’30s.

**Seminole Indian War**

"In 1835 the Seminole war broke out in the northern part of the state and the Indians were driven steadily southward. This war was no insignificant affair. It cost our Government $40,000,000 and, according to
Biscayne Bay Front at Miami by Moonlight
army records, over one thousand five hundred lives, and was finally terminated by the treacherous capture of the heroic Osceola, in 1842. It lasted seven years. Toward the close of the war the scene of operations was extended farther and farther south, until the Indians were driven into the Everglades. Fitzpatrick had to move his negroes to Key West in order to retain them. Florida at that time was a haven of refuge for numerous runaway slaves from Georgia, and it was this fact and the constant invasion of Florida by parties in search of runaway slaves which led to the Seminole war.

"Gen. Andrew Jackson was anxious for a pretext to invade Florida, and did so in order to punish the Seminoles, who sheltered the fugitive slaves. Many of the negroes were glad to cast their lot with the savages rather than remain captive. Hence the scores of negroes whom Colonel Fitzpatrick had moved from Columbia to work his plantation and build a magnificent home on his beautiful tract of land on Biscayne Bay would have been glad of the chance to escape and embrace the savage but free life of the Seminoles, while the latter would have gladly welcomed them as allies in their struggle against the United States forces. Hence the necessity of their early removal to Key West. After the departure of Fitzpatrick and his negroes, his plantations were used as quarters for a company of United States troops, and buildings were erected, and the place called ‘Fort Dallas,’ in honor of Commodore Dallas, who was in command of a fleet stationed in the gulf.

**As a Result of War**

"The Seminole war came to an end early in 1842, and Colonel Fitzpatrick, who had become seriously involved financially on account of the war, mortgaged his plantation at the north of the Miami River to his sister, Harriet English, a widow, of Columbia, S. C. This occurred in February, 1842, and we find from the Key West deed records that on May 20, 1843, he conveyed all of what is now the City of Miami, as well as all of the Brickell property and a tract of land at New River, known as the Frankie Lewis grant, to his nephew, William F. English. This gentleman, we are informed by old residents of Key West, moved up to Miami with a lot of slaves in 1844 and endeavored to put the property in order. It had been badly wrecked by the Indians, as well as by the United States troops. The latter had cut down the flourishing lime groves, so as to allow an unobstructed view for a distance from the fort, to note the approach of Indians. The Government finally paid for the damage done, for we find by the records in the Court of Claims at Washington that the heirs of Colonel Fitzpatrick were awarded $12,000 as late as 1877 for damage done on his plantation on the Miami River during the Seminole war.

**Construction in 1845**

"From Fernando I. Moreno of Pensacola, father of Mason Moreno, present postmaster of Key West, we learn that in 1845 a large part of the land at the south of the Miami River was in cultivation; that William F. English went to Columbia and procured more slaves from his mother, Harriet English, who was the owner of several hundred. Among those he brought with him to Florida at that time were skilled workmen—carpenters, masons, etc.—and they sailed from Charleston, S. C., in a large schooner, with a cargo of building material, farming implements, provisions, etc. They arrived safely in Miami in due time, and a comfortable home and slave quarters were constructed. The plantation, however, did not receive proper attention, as young English, the owner, spent much of his time in Key West with his uncle, Colonel Fitzpatrick, with whom he was associated in shipping and commercial enterprises. They were adventurous and speculative spirits. They were among the
first to bring a steamboat into southern waters, and it was sunk on its first trip up the Chattahoochee River, in 1847, by running against a snag.

"We know but very little of William F. English, from 1847 to 1850, but toward the close of the latter year we find him, with his uncle, in Philadelphia, negotiating for the purchase of the steamer Commodore Stockton. The gold excitement had broken out in California the year before, and they wanted to buy a steamer to carry a cargo of passengers and freight to California. Fabulous prices were being offered, for flour was selling for $200 a barrel in San Francisco. They started with their cargo from Philadelphia in 1851, and managed to get safely around Cape Horn, but were compelled to put into a Mexican port when only a few days' sail from San Francisco, and the steamer was confiscated for an alleged violation of law.

**EARLY VISION OF MIAMI**

"Fernando I. Moreno, who still is living, in Pensacola, was one of the voyagers on this trip. He was then a young man and confidential clerk of Fitzpatrick. He acted as purser on the Commodore Stockton. He told the writer, in an interview about a year ago, that at one time on the voyage William F. English, also a young man, told him that he was 'going to make a million dollars at the mines and come back and build a city at Miami.' So it seems that the great developer of the east coast is not the first man who conceived the idea of spending a million dollars at Miami.

"Young English was never permitted to carry out his intentions, but accidentally shot himself while dismounting from a horse at Grass Valley, California, in 1855, and died instantly.

**JUST AFTER THE CIVIL WAR**

"From 1850 to 1869 the English plantations at Miami were neglected. On November 30 of the latter year Dr. J. V. Harris, now a resident of Key West, bought the 610 acres on the north side of the Miami River and settled upon it without further delay. His letters to Harriet English, from whom he made the purchase, show that he was much interested in the place and began to experiment with all kinds of tropical plants. He did not succeed as well as he anticipated, and his letters became more and more despondent, and at the end of five years, or, to be exact, on January 1, 1874, he sold the property to George M. Thew. Dr. Harris, however, left the property with regret. He did not leave because of a dislike of the place, but his efforts at agriculture were not a success and he was compelled to abandon his beautiful home on Biscayne Bay and resume the practice of his profession at Key West. He predicted, however, that this place would one day become a great winter resort, on account of its superb climate.

"J. N. Whitner, now of Lake City, Fla., came down to the bay in December, 1873, and took possession of the property as manager for George M. Thew, and also continued to act as manager and agent when Thew shortly afterwards sold out to the Biscayne Bay Company, a corporation.

"Whitner finally turned over possession to W. W. Hicks, now living at Bayonne, New Jersey.

"This Mr. Hicks was one of the organizers and an officer of the Biscayne Bay Company. The public will remember Mr. Hicks as a reverend gentleman who acted as a spiritual adviser of Guiteau, the man who assassinated President Garfield. Hicks soon became tired of his isolated life and turned the place over to a Mr. Lovelace, whose widow is now living at Green Cove Springs, in this state.

"On the 5th day of March, 1877, Hon. J. W. Ewan, now residing at Cocoanut Grove, arrived and took possession of the property as agent
of the Biscayne Bay Company, at the request of Joseph H. Day of Augusta, Georgia, his uncle, who was then president of the Biscayne Bay Company. This company shortly afterwards sold out to Joseph H. Day a half interest and to Messrs. Bailey and Ford the other half interest. These gentlemen all conveyed to Julia D. Tuttle, Mr. Day, however, reserving a tract of twenty acres, with bay front, which he still owns, known as the Day tract.

"Mr. Ewan continued as agent of the property until November 13, 1891, when Mrs. Julia D. Tuttle arrived to take possession of her property, and she resided upon this property until her death, which occurred September 14, 1898, and her son and heir, Henry D. Tuttle and family, now reside in the old homestead.

MRS. TUTTLE'S DONATIONS

"Possessed of an ample income from her valuable improved properties in Cleveland, Ohio, she was able to spend large sums of money in improving beautiful Fort Dallas. Shortly after her arrival here, Mr. Flagler began to extend his railroad south to Rockledge, on Indian River, and Mrs. Tuttle endeavored to interest him in this section, with the result that J. E. Ingraham was sent down to examine into the resources and possibilities of this section. His report was a glowing one. It was soon announced that the railroad would be extended to Palm Beach, and construction of the Royal Poinciana Hotel was begun.

"Then Mrs. Tuttle began to feel confident that success would crown her efforts, for the terminus at West Palm Beach was less than 70 miles from Miami. She felt that if she could get Mr. Flagler to come down and see the beautiful Biscayne Bay she could do the rest. She was ready to give him a magnificent donation to secure the extension of the road.

"Early in 1895 Mr. Flagler visited the bay, and was pleased with its appearance. Negotiations followed and on June 12, 1895, a contract was agreed upon, which provided that the railroad was to be extended to Miami and a magnificent hotel constructed within eighteen months. This period will expire on December 12th next, and our readers know how well the contract has been fulfilled. The railroad began to operate to this point on
April 15th last, and the Royal Palm Hotel will, no doubt, be completed by the time specified.

**Railroad to South Side**

“In 1868, William Brickell and wife purchased the property of Harriet English on the south side of the river, and came down here in 1872. They have resided on their beautiful place ever since. When Mr. Flagler became interested in the Bay country, they, too, were generous in giving him encouragement. They agreed to have a tract of 400 acres on the south side subdivided into lots and blocks, and to donate every alternate lot in said 400-acre tract to Henry M. Flagler in consideration of the extension of the Florida East Coast Railway to Miami, and construction of a bridge across the river to connect their property with the north side. Mr. Flagler was also to pay for the survey and clearing the streets; all of his part to be performed on or before December 12th next, or eighteen months after the date on which the contract was executed.

**Royal Palm Hotel and Park**

“Mrs. Julia T. Tuttle donated a tract of 100 acres out and out to Mr. Flagler. This embraces all the site of the Royal Palm Hotel, also all the land which has been reserved for the yard, sidings, switches, etc., at the terminal, as well as about all of the present business portion of the city. In short, this tract of 100 acres takes all land south of Twelfth Street (the seventy-foot street), extending from the bay front to a line 600 feet west of the center of the main line of railway, excepting only the thirteen-acre tract reserved by Mrs. Tuttle for a home. She also donated to Mr. Flagler every alternate lot she owned in the 540 acres she owned outside of the 100-acre tract described above. Mr. Flagler, on his part, agreed, in addition, to extending his railroad to Miami, and building the Royal Palm Hotel, to provide the city with waterworks, and pay for the survey of the city and the clearing of the streets.

**“City of Eternal Youth”**

“Miami is a young city and from the time of her birth to the present day has typified buoyant youth, based on substantial qualities. Mr. Ingraham tells of an incident which occurred at the bedside of Mr. Flagler, at Palm Beach, shortly before the death of his masterful friend. Mr. Flagler had asked about Miami, and his lieutenant had told him that he had come direct from the city. Mr. Ingraham continues: He (Mr. Flagler) said: ‘Well, what about it, what are they doing?’ I told him some things that were going on, and added that it was truly a magic city. He said: ‘No, that is a misnomer; it is not a magic city. Those men and women there are like boys and girls. They have never been hurt and they know no fear.’ He said to me: ‘It is a city of eternal youth.’

‘Think of it, with these skies, these beautiful waters, these trees ever green—the City of Eternal Youth! When I read in some of your daily papers of some wild, crazy stunt that is about to be pulled off by your boyish men and your girlish women, I often think of what Mr. Flagler said—‘that it is a city of eternal youth and that these boys and these girls have no fear’; and I am forced to believe by the success which has attended them that it is a city of eternal youth. And I pray you, you boyish men and you girlish women, when you bring your children up and teach them of Miami, do not let them forget the name of the man who founded it, who believed in it and who loved it.”

**The Original Dade County**

Before the marked development of Miami is traced in these pages, a few facts are due the county outside of the metropolis. The original Dade
ROYAL PALM WALK AND CANAL BORDERED WITH COCOANUT PALMS
County of 1836 was created during the first year of the Seminole war and while the terrible massacre of Major Francis L. Dade and all but two of his command was fresh in the minds of Floridians. The county was named after the brave American officer, who, with his men, thus fell near Bushnell, Sumter County, on the march from Tampa to the relief of Fort King, on December 28, 1835.

**The Perrine Grant**

While the original Dade County was still intact and the Seminole war was in progress, Congress made a grant of a township of land to one Dr. Henry Perrine, a noted botanist and scientist, who wished to experiment in the introduction of tropical plants and trees to Southern Florida. His aim was to establish a colony in the far south of the territory, who should assist him in his enterprise. Doctor Perrine's objects are best told in the text of the Congressional Act of July 2, 1838, by which the township was granted to him, to-wit:

"Whereas, in obedience to the Treasury circular of the sixth of September, 1827, Doctor Henry Perrine, late American consul at Camp Peachy, has distinguished himself by his persevering exertions to introduce tropical plants into the United States; and"

"Whereas, he has demonstrated the existence of a tropical climate in south Florida, and has shown the consequent certainty of the immediate domestication of tropical plants in tropical Florida, and the great probability of their gradual acclimation throughout all our southern and southwestern states, especially of profitable plants as propagate themselves on the poorest soil; and"

"Whereas, if the enterprise should be successful it will render valuable our heretofore worthless soils by covering with a dense population of small cultivators and family manufacturers, and will promote the peace, prosperity and permanency of the Union; therefore,"

"Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That a township of land is hereby granted to Doctor Henry Perrine and his associates in the southern extremity of the peninsula of east Florida, to be located in one body of six miles square, upon any portion of the public lands between twenty-six degrees north latitude.

"Section 2. And be it further enacted, That the said tract of land shall be located within two years from this date by said Henry Perrine, and shall be surveyed under his direction by the surveyor of Florida, provided that it shall not embrace any land having sufficient quantities of naval timber to be reserved to the United States, nor any site for mar­itime ports or cities.

"Section 3. That whenever any section of land in said tract shall really be occupied by a bona fide settler engaged in the propagation or cultivation of valuable tropical plants, and upon proof thereof being made to the commissioner of the general land office, a patent shall be issued to the said Henry Perrine and his associates.

"Section 4. And be it further enacted, That every section of land in the aforesaid which shall not be occupied by actual settlers engaged in the propagation or cultivation of useful tropical plants within eight years from the location of said tract, or when the said adjacent territory shall be surveyed and offered for sale, shall be forfeited to the United States."

While Doctor Perrine and his associates, or colonists, were preparing to carry out the provisions of the grant, the Seminole war spread to Southern Florida, and the depredations and murders of the hostile Indians became so threatening that they concluded to pass over to some of the neighboring islands or keys, as promising more security. For that purpose the doctor selected Indian Key, which had already been settled by a number of families from Key West and was quite a brisk little trading port. It had also been fortified in a small way and only a mile north of it,
at Tea Table Key, were a naval station and a small garrison of troops. But in August, 1840, while the revenue cutters and garrison were temporarily absent on official business the settlement at Indian Key was attacked by a strong body of Seminoles, Doctor Perrine and several others were killed and all the buildings were burned except one.

The lands thus surveyed were long designated on the public maps as the Perrine Grant. "In 1873, an application was made by the State of Florida to list the lands embraced within the grant to the state under the Swamp Land Act of 1850, which application was refused upon the ground that the lands belonged to the Perrine heirs. Up to this time the Perrines had brought thirty-six families from the Bahamas, who had settled on lands in the grant. It is claimed that these families, or a major part of them, were driven away by the Indians. On account of the murder of Doctor Perrine, the heirs were not able to carry out the provisions of the grant in full. This caused some litigation, which was finally decided in favor of the Perrine heirs. J. E. Ingraham, vice president of the Florida East Coast Railway, entered into an arrangement with the Perrine heirs, and the grant was taken over by the railroad company, with Mr. Ingraham as trustee. Later, Mr. Ingraham turned the property over to the railroad company. Dr. H. S. Richmond, formerly of Massachusetts, was appointed resident agent for the Perrine Grant. Doctor Richmond was a graduate from the Massachusetts Agricultural College, which made him a valuable asset to the settlers who came in from other sections." The village of Perrine, a station on the Florida East Coast Railway, about half way between Miami and Homestead, is named after the noted naturalist, whose ambition of making Southern Florida a semi-tropical country has been largely realized.

**COUNTY DEVELOPMENT**

The Dade County of 1836 commenced on the north side of the St. Lucie River and extended southward to Monroe County, westward to Lee County and eastward to the Atlantic Ocean. In 1844, St. Lucie County was created from old Mosquito County, and in 1855 its name was changed to Brevard and parts of its territory given to Dade and Volusia. Nearly twenty years afterward, the boundaries of Brevard were changed with Dade and Manatee. In the meantime, the settlements in the northern sections of the county, such as Palm Beach and Fort Lauderdale, commenced to expand quite rapidly, and after old Fort Dallas had been displaced by the new City of Miami, the sentiment of the North in favor of separation grew stronger year by year. The voice of the public, as expressed in a formal election, induced the Legislature of 1909 to create Palm Beach County, comprising the northern portion of the former Dade County and extending to within a few miles north of Fort Lauderdale. Next, the people of the Fort became dissatisfied, and demanded through an election held in 1913 that another slice be taken from Dade County; the result in 1915, was the creation of Broward County, with Fort Lauderdale as the county seat. The final outcome of all this carving was that everybody was satisfied; West Palm Beach became the county seat of Palm Beach County, Fort Lauderdale of Broward County, and Miami of Dade County.

Keeping the foregoing facts in mind will enable the reader to appreciate the significance of the figures taken from the Federal census of 1840-1920, as follows: 1840, 446; 1850, 159; 1860, 83; 1870, 85; 1880, 257; 1890, 861; 1900, 4,955; 1910, 11,933; 1920, 42,753.

Of course, the increase in population throughout the county, which took such a leap from 1890 to 1900 and from 1910 to 1920, is due to the remarkable growth of Miami. When incorporated in 1896, it had a population of 260; in 1900 this had increased to 1,854; in 1910 to 7,240; in 1920

---

1 E. V. Blackman's "Miami and Dade County."