to 29,571. Both north and south of Miami are also several growing villages and hamlets along the line of the Florida East Coast line, such as Coconut Grove, five miles south, which antedates Miami itself as a town, and Homestead, which, for several years was the terminus of the railroad before it was pushed along to Key West. Buena Vista, the first town north of Miami and a part of which has been incorporated in the city limits, and Lemon City, the next station in that direction, were settled before the coming of the railroad. But the greatest growth of population and the development of territory outside of Miami has occurred within the past decade. First the city was connected by a wagon bridge, two and a half miles long, with the beautiful Ocean Beach lying along the island on the opposite shores of Biscayne Bay. Improvement followed improvement, which culminated at a comparatively recent date in the throwing across these waters, south of Collins Bridge, of a magnificent million-dollar concrete causeway, more than three miles in length, extending from Miami's municipal dock to a protected sister harbor, in process of building at the back door of what has been known since 1915 as the incorporated city of Miami Beach.

COMMENCEMENT OF MODERN MIAMI

The commencement of actual work upon the site of Miami was not a spontaneous act on the part of Mr. Flagler and his able and enthusiastic assistants. The extension of his road to that point seemed predestined, but it is doubtful if it would have been undertaken at this time had not the old orange belt farther north been frosted and blighted by an unprecedented visitation of nature. How Mrs. Tuttle persisted in pushing her claims is well told by Rev. E. V. Blackman, who was himself preaching and growing oranges in Lake County when the celebrated freeze of 1895 drove him from the blighted region in dismay, and as editor of the Florida East Coast Homesteader, published by the land department of the Flagler System, as manager of numerous fairs and horticultural promoter generally, he proved a strong personal force in developing the Miami region into a great citrus country. Here is Mr. Blackman's story:

"With the coming of the Biscayne Bay Company, efforts were made to let the world know of the wonderful place, but so far as bringing settlers here the story again fell on deaf ears. Later the coming of Mrs. Julia D. Tuttle, of Cleveland, Ohio, who purchased the lands of the Biscayne Bay Company and settled here permanently, was a failure so far as bringing in settlers and developing the country. Seemingly it did no good for Mrs. Tuttle to tell the wonderful story of the land of palms and sunshine. Now and then a settler would come in, but there was no general movement toward development. The Brickells, who had settled on the south side of the Miami River, also failed to bring people here."

"The world was singing the praises of Henry M. Flagler, who had completed the Florida East Coast Railroad to Palm Beach. Mrs. Tuttle, believing that the only thing needed to bring this country before the public was to induce Mr. Flagler to extend his road to Miami, make the trip to St. Augustine to interview Mr. Flagler and lay her plans before him. The trip was made in vain. She also wrote many letters to Mr. Flagler, offering to divide her large property holdings with him. Her persistent pleas were of no avail at that time. But Providence favored Mrs. Tuttle in her efforts. The great freeze of 1894-1895 devastated the old orange belt, making men of wealth paupers, destroying their groves and wiping out their fortunes. Mr. Flagler then remembered Mrs. Tuttle's story of this tropical country, and wondered if the hand of misfortune had fallen as heavily here as throughout the old orange belt. He went over the propositions made by Mrs. Tuttle, and instructed his lieutenant, Mr. Ingraham, to make a trip to Miami to investigate the conditions that then existed there. On arriving at Miami, Mr. Ingraham was not only sur-
prised but delighted to find that the frost king had not reached here. He found flowers in full bloom and the foliage dark and green; in fact it was another world. Much depended upon his answer to his chief, as there were other conditions to be taken into consideration. He was delighted with the climatic conditions, but the impenetrable hammocks and the rocky pine lands entered his mind, and he wondered if these seemingly worthless lands could be subdued and brought into cultivation. As evidence that the frost had not reached Miami, a bouquet of flowers and foliage was gathered and sent to Mr. Flagler, and soon the order was given to extend the Florida East Coast Railroad to Miami. It is safe to say that the decision to extend the road to Miami was based on Mr. Ingraham's report.

"The report soon went out that the railroad would be extended to Miami as rapidly as men and money could do the work. This report was Miami's first awakening from its long sleep. Soon there was a hack line started from Palm Beach to Miami. Ferries had to be provided over the several water courses. Men began to arrive by the hundreds. The thousands who were out of work throughout the old orange belt flocked to Miami, and in a short time shacks and tents appeared. The bay was covered with sail boats, where men put up with all kinds of inconveniences to be here when the order was given for work to commence. At that time food was scarce, the Brickells having the only store in operation, and the influx of people was so great that it was almost impossible to get stocks to supply the demand. Days passed, weeks came and went, and yet there was no order for the work to commence. Many became almost desperate, as they had used up their little all in coming to Miami. Conditions were almost unbearable, when the news came that Joseph A. McDonald, John B. Reilly, John Sewell and E. G. Sewell would arrive in Miami the next day (February 15, 1896), and that the work of building the Royal Palm Hotel would be commenced immediately. The spell was broken. Men became almost frantic with joy over the prospects of work. It was the dawn of another day."

Mr. Ingraham, then and now at the head of the land department of the Flagler system and special manager of its industrial developments, has also graphically described the connection of the disastrous freeze of December, 1895, with the building of the railroad to Miami, as well as the "calamity" of February, 1896, which fell upon the very region through which the line was all but completed. That story has been repeated in the chapter devoted to the development of the Florida East Coast Railway from Jacksonville to Key West, and is only referred to here to call attention to the sympathetic far-sightedness of Mr. Flagler and his associates in their splendid work of building friendly communities and cities all along their line of travel. Mr. Ingraham has also described the trip from St. Augustine to the future site of Miami. In the carriage which bore the party from Fort Lauderdale to the coming city were Mr. Flagler himself, Mr. Parrott, the vice president and general manager of all his interests, Mr. Ingraham, and the members of the contracting firm of McGuire & McDonald (Joseph A.), the latter having erected the chain of hotels which had preceded the extension of the railroad system. Before the sun had set that day, Mr. Flagler had given his orders for the founding of Miami. He had accepted the propositions of Mrs. Tuttle and the Brickells for the extension of his road from Palm Beach, had located the site of the Royal Palm Hotel and ordered McGuire & McDonald to build it, had authorized Mr. Parrott to put in motion all his executive forces to construct the railway. Personally, he selected the sites for passenger and freight station and yards, and directed Mr. Parrott to put advertisements in the state papers that labor of all kinds could find employment for many months to come at Miami in the construction of the railroad and its local plant, in the building of hotels and other classes of work. Mr. Ingraham's part was to make plans for the town site and clear the land for that purpose.
Mr. McDonald's coming to Miami landed in its midst one of the tireless, able and ambitious men who founded the city and pushed it along a bright and broad highway. A few years after coming to Florida he became connected with the Flagler hotel enterprises, and the month following the completion of the railroad to Miami commenced the erection of the Royal Palm Hotel on a tract of about fifteen acres at the mouth of the Miami River on Biscayne Bay. It was built on colonial lines, 680 feet in length, and from 300 to 700 men were employed in its construction until the date of its opening on January 16, 1897. Mr. McDonald, the master spirit in its building, remained in Miami, erected the Biscayne Hotel himself, engaged in banking and the lumber business, was one of the developers of Ocean Beach and was, in countless ways, a leading citizen of the place. Mr. McDonald died on November 5, 1918.

E. G. Sewell, a younger man, came with his brother from Kissimmee, and opened the first men's furnishing store and the second mercantile establishment of any kind in the city. It soon led the trade, and Mr. Sewell himself became a commercial leader and a high-class promoter of Miami's excellences and advantages. As president of its Chamber of Commerce and chairman of its publicity bureau he has been foremost in its civic affairs.

John Sewell, the brother, was connected with the railroad and hotel construction of the Florida East Coast system for a number of years before coming to Miami as a foreman for McGuire & McDonald in the foundation work of the Royal Palm Hotel. Afterward, he accomplished much in the improvement of the first streets of the city. Soon, however, he concentrated his abilities upon the development of his large business interests in association with his brother, and also served in such public capacities as county commissioner and mayor.

Creation of Municipality

Having overruled both freezes and emerged with uncongealed spirits, with a railroad completed, a newspaper established, a grand hotel well along, wooden stores and houses rapidly arising along the graded streets and those being cut through and improved—and—oh yes!—with F. T. Budge's two-story brick hardware store and residence on the way—Miami had already exhibited municipal aspirations by publishing due notice of intention to incorporate in The Miami Metropolis. Fortunate, again, for this account of the founding of Miami, the Metropolis gave an account of its creation eleven weeks after it became a city. It is therefore a safe conclusion that its story is accurate. Says that young Miami organ on the 16th of October, 1896:

"Due notice of intention to incorporate had been published in The Miami Metropolis, and, pursuant to this notice, 343 qualified voters of the proposed city, residents of the territory to be incorporated, assembled in the town hall at 2 o'clock Tuesday afternoon, July 28, 1896, and proceeded with the legal formalities necessary to launch a new city on its destined career. Under the laws governing such proceedings, 275 would be the required two-thirds of all the registered voters residing within the proposed limits of incorporation. Consequently the attendance left a safe margin and at the same time evidenced the keen interest of citizens in the new civic garment which they were about to don.

"As chairman of the citizens' committee on incorporation, Joseph A. McDonald, resident lieutenant of Henry M. Flagler in the work of laying the foundations of a new city, called the meeting to order, and, upon the motion of S. S. Burkhardt, was elected secretary of the meeting, and on motion of S. S. Puckett, Mr. McDonald was made the permanent chairman of the assembly. Assuming the chair, he spoke briefly, explaining the purpose of the meeting and stating the legal requirements plainly. H. J. Burkhardt was elected secretary of the meeting and John B. McIntyre, assistant secretary."
"Upon motion of W. S. Graham, it was decided that the vote on the territory to be incorporated, the name of the city, and the device for a corporate seal should be by acclamation, there being no contest over these three items. Thereupon the citizens adopted the name ‘The City of Miami,’ approved the boundary lines as advertised, and adopted the official seal of the city—a round seal, two inches in diameter, with the words ‘City of Miami’ arranged in a semi-circular form, constituting the border around the top, and the words ‘Dade County, Florida,’ around the base, the design of a royal palm tree in an upright position in the center of the seal, and the inscription ‘Incorporated 1896’ inserted just below the center of the seal.”

After the adoption of a motion that the board of aldermen of the proposed municipality should be composed of seven members, John B. Reilly, Mr. McDonald’s son-in-law since the preceding September, was elected mayor. Then twenty-six years of age, he had held a clerical position with McGuire & McDonald for several years before coming to Miami, when he became active manager of the Flagler interests there. He served as mayor during four consecutive terms; has also been United States commissioner for the southern district of Florida, and prominent in real estate, financial, commercial and civic developments. Like other fathers of Miami, Mr. Reilly is still in the vigor of early middle life.

The seven aldermen elected with Mayor Reilly were Joseph A. McDonald, Walter S. Graham, William M. Brown, Frederick S. Morse, Edward L. Brady, Daniel Cosgrove and Frank T. Budge. Mr. Morse, who was elected president of the city council, was a Bostonian who had sought the restoration of his health in Florida, and settled on the site of Miami twelve years before it was founded. It was then Fort Dallas, with a postoffice and a few buildings. Having faith in the town site at the mouth of Miami River, when there were prospects that the Florida East Coast line would be extended thither, Mr. Morse commenced to deal in neighborhood lands; and when his faith was rewarded by the gathering of a settlement there, was among the first to promote incorporation. Afterward, he became connected with the land department of the Flagler system, as a right-of-way man while the road was being projected through southern Dade County toward Key West. He also served several terms in the State Legislature. Mr. Morse’s death occurred on July 2, 1920.

The other municipal officers elected at the first election on July 28, 1896, were J. M. Graham, city clerk and Young F. Gray, city marshal.

Before installing the new city officials, the 343 registered voters of Miami petitioned the postmaster general of the United States to move the postoffice from the south to the north side of the river, on the ground that ninety percent of the population resided in that section, and that the postoffice then established was a long distance from the business center of the city—especially inconvenient of access, as the river had not yet been bridged. The petitioners, at that time, placed the population of Miami at 1,500, “at a conservative estimate.”

MAYORS OF MIAMI

James E. Lummus succeeded Mr. Reilly as mayor of Miami. After being in business for some years in Levy County, in February, 1896, he came to Miami and opened the second store there, two months before the railroad reached the city. Some twelve years afterward he commenced his banking career, in connection with the Bank of Bay Biscayne and the Southern Bank and Trust Company. Naturally, as mayor he gave Miami a constructive business administration.

The same may be said of John Sewell, the city builder and merchant, who served four terms, and Frank H. Wharton, whose early training was mercantile, as well as his later experience in Miami. Since 1897,
Coconut Palm in Bearing, and Coconut Palm Walk
his local expansion as a merchant and a citizen has been so marked that he served as the head of the municipality in 1907-1.

John W. Watson, the sixth mayor of Miami, came from Kissimmee, where he had made a record for aggressive ability in the City Council, as mayor, as county commissioner and as speaker of the Florida House of Representatives. He was a leading hardware merchant, as well as a prominent public man, when he established himself in business at Miami shortly before the Florida East Coast line was completed thither. For several years afterward, he conducted a large business in both cities, and he did not dispose of his interests at Kissimmee until 1905, when he moved his family and home to Miami. Afterward, he represented Dade County in the State Legislature for four terms and in 1912 was a leading democratic candidate for governor. His two terms as mayor of Miami were of the best.

Parker A. Henderson, who was elected as Mr. Watson's successor in June, 1915, taking office in the following November, is a leading lumber merchant, financier, real estate holder, manufacturer, and general exponent of the class of men who have been at the head of the municipal government. He was succeeded by W. P. Smith, who was mayor for one term.

**COMMISSION FORM OF GOVERNMENT**

For several years, there had been considerable dissatisfaction over certain features in the city charter and discussions at meetings of civic societies, and other bodies, as to the advisability of adopting the commission-manager form of government for Miami. Finally, in the fall of 1920, such academic matters were brought to a practical head by calling of an election for the naming of a board of fifteen members who should formulate a new municipal charter.

The election was called for January 21, 1921. Thirteen men and two women pledged to draft a charter providing for the commission form of government were opposed by fifteen men who were not so pledged, but who declared that they would, after careful investigation, recommend to the citizens of Miami the municipal government which to them seemed best adapted to the needs of the community. The representatives of the commission government were elected, as follows: W. M. Peeples, Mrs. J. M. Gross, Francis M. Brown, John C. Knight, Isidor Cohen, Lilburn R. Railey, J. T. Weathers, Mrs. William M. Brown, G. D. Brossier, John W. Claussen, J. E. Junkin, T. V. Moore, Henry G. Ralston, R. V. Waters, and J. Emmet Wolfe.

The task before the charter commission was handled with alacrity, but thoroughness. Public meetings were held, and citizens of Miami were asked to offer suggestions as to proposed changes for incorporation into the charter. Copies of the charters of many well governed cities were also obtained, compared and studied. Information was also obtained from experts in city administration throughout the country, as to how certain provisions, which seemed wise on their face, had worked out in practice. It was recognized that the old charter had many estimable features, and it was decided that this should be used as a skeleton upon which to build and improve.

Certain wide powers conferred by the old charter had been a matter for dispute in previous councils. An effort was made to clarify these points and remove future friction by altering the wording to make the language more explicit. Certain features that time had shown objectionable, were eliminated or modified.

It is said that among others who were asked to present suggestions to the Board was William Jennings Bryan, one of Miami's most enthusiastic and persistent resorters, and that he proposed a municipal trade commission to correspond with the Federal trade commission and a municipal board of conciliation, with authority to investigate and report
on disputes between employers and employees, "such reports to be for the information of the public only, and not binding on the parties." Both of these provisions, not found in the charters of any other cities, are among the thirty-five powers conferred upon the city government of Miami under its new charter. Municipal ownership of the public utilities, which include the "street railways, electric light, telephone and telegraph systems, and works for supplying the city with water, ice, gas for illumination and heating purposes, and electric energy for illuminating, heating or power purposes," is provided for in the charter, and the initiative, referendum and recall are among the liberal and democratic features not found in the old body of laws which governed Miami. Thus the voters have the initiation of legislation, the right to veto distasteful measures and the power to recall their commissioners, fully in their hands. Public franchises are also at their disposal, as a court of "last resort."

The division of the work of the city falls under the heads of law, public safety, public welfare, public service and finance, all under the leadership of the city manager, who appoints the heads of the departments. The five commissioners legislate and the city manager executes.

From the time of the first municipal election, in 1866, until the election on July 12, 1921, for the selection of the five commissioners under the new charter, it had been evident that the citizens of Miami were determined that the administration of their affairs should be conducted by business men. That election was a culminating proof of this prevailing spirit of common sense, for it resulted in the selection of the following commissioners; the presidents of its five leading banks: Charles D. Leffler, president of the Miami Bank and Trust Company; Edward C. Romfh, president of the First National Bank; J. E. Lummus, president of the Southern Bank and Trust Company; James H. Gilman, president of the Bank of Bay Biscayne, and J. I. Wilson, president of the Dade County Security Co.

For several weeks the city commissioners managed the affairs of the municipality without the appointment of a city manager. They selected A. J. Rose as director of the department of law, and Harold E. Ross as city clerk, and in August, 1921, appointed Col. C. S. Coe as city manager. Colonel Coe had held the position of superintendent of viaduct construction for the Overseas railway, and later became a colonel of engineers in France and Serbia, during the World War. In his task of managing the city, Colonel Coe had the assistance of Charles W. Murray, former city engineer, as director of public service; Charles B. Selden, director of finance; Henry G. Ralston, director of public safety and public welfare, and A. J. Rose, already selected as head of the department of law. The department of public safety, which was divided into the police and fire divisions, had as its sub-heads, H. Leslie Quigg and Wm. R. Coleman, respectively. The two branches of the public welfare department were headed by Dr. W. T. Lanier and Frank Baker.

The members of the Civil Service Commission, at creation of the new charter, were John B. Reilly, Frank H. Wharton (former mayor) and John C. Knight.

The Banks of Miami

The buoyant city and its people, whose progress is based on substantial men and institutions, have seven dependable and prosperous banks.

The Bank of Bay Biscayne, the oldest of the local financial institutions, was founded May 2, 1896, less than a month after the railroad reached Miami. Its first officers were: William M. Brown, president; R. R. McCormick, vice president, and C. C. Schuyler, cashier. The capital stock was $25,000. Since its organization, the presidents, besides Mr. Brown, have been Joseph A. McDonald, J. E. Lummus and James H. Gilman. Its first home was in a room adjoining the E. L. Brady grocery, near the southwest corner of Miami Avenue and Flagler
Street. The bank now occupies a large and handsome building, at the northwest corner of these thoroughfares. Its capital stock has gradually increased to $150,000 and its deposits range from $6,000,000 to $7,000,000, dependent on the season of the year when the financial reports are made. They are at their height during the winter months, or during the tourist season, a condition which obtains with the other banks of the city.

The First National Bank opened for business June 10, 1902, in its recently erected building at the northeast corner of East Flagler Street and First Avenue. E. M. Brelsford, of Palm Beach, was then president and Edward C. Romfh, cashier. In 1907, W. H. Spitzer succeeded to the presidency, and in 1910 Mr. Romfh took the helm of the First National. The bank’s capital stock has been increased from $50,000 to $300,000, and its winter deposits are well toward $7,000,000. Its magnificent ten-story building has just been completed and occupied on the site of its former home.

The First Trust and Savings Bank was opened for business under the name of the Miami Savings Bank on February 15, 1910, with a capital stock of $25,000 and under the presidency of W. H. Spitzer. Its original quarters were near the corner of Southeast First Avenue and First Street, in the old Hahn building. When the Miami Savings Bank moved to new quarters at the rear of the First National Bank building, in 1915, its capital was increased to $50,000, and when it occupied an even more commodious building, on the 1st of January, 1920, the capital advanced to $100,000. On the latter date, it dropped the name Miami Savings Bank and assumed that of the First Trust and Savings Bank.

The Miami Bank and Trust Company commenced business on March 1, 1912, and its first president was Theodore Hoffstatter. Although its building has been several times remodeled and improved, the bank occupies its original site at the southeast corner of N. E. First Avenue and First Street. It has a capital stock of $50,000; president, Charles D. Leffler.

The Southern Bank and Trust Company was organized January 13, 1912, and is frequently referred to as Trust Company No. 1 because it was the first institution of the kind established in Florida under the laws governing trust companies passed by the Legislature of 1911. J. N. Lummus was its first president, and the late Frederick S. Morse, vice president. J. E. Lummus is now president. It has a capital of $100,000.

The Miami Exchange and the Miami National banks are the latest additions to the financial resources of the city. The Exchange was opened in May, 1920, with a capital of $50,000 and Marshall J. Noble is president, while the National commenced business in September, 1921, with a capital of $150,000 and under the presidency of George E. Nolan, formerly of Orlando.

**Taking an Account of Stock**

In the fall of 1921, after the commission form of government was in practical operation its financial department, through the city auditor, took an account of stock both as to Miami’s growth in recent years, its achievements within the past twelve months and its future plans for public improvements. The picture thus presented was gratifying to all those concerned in its progress.

Not only has Miami increased more than 440 per cent in population during the past decade, but the per capita growth in wealth is even more pronounced. As shown by the bank deposits, since 1915 it has increased from $170 to $406, in 1921, and the increase in the value of its real estate, as shown by the books of the city assessors, is equally pronounced. In 1900, such valuation was $535,872; in 1915, $13,251,400; in 1921, $64,967,724. The bank deposits indicate that the per capita in wealth was $170 in 1915 and $306 in 1921.

Condensations from the reports submitted by the various heads of
the departments and divisions of the municipal government show the following facts.

Valuation of Public Properties

Tangible properties and public improvements of the City of Miami, in the fall of 1921, were valued at $6,518,609, exceeding by $275,245 a similar valuation made in the preceding fiscal year.

Pavements, Sidewalks and Sewers

Paved streets, sidewalks and storm and sanitary sewers built in Miami as public improvements represent an aggregate cost of $3,480,500, according to the city auditor's valuation as given in the annual audit recently completed by the Southern Audit Company.

The report shows that there are 43.3 miles of oiled macadam paving, built at a cost of $25,000 per mile and representing a valuation of $1,082,500.

There are eleven miles of asphalt paving, valued at $80,000 per mile, or a total of $880,000.

The mileage of other improvements and the cost per mile and the total cost follow:

- Sidewalks, sixty-one miles, at $10,000 per mile, $610,000.
- Storm sewers, 9.9 miles, at $30,000 per mile, $297,000.
- Sanitary sewers, 56.8 miles, at $10,000 per mile, $568,000.
- Wood block paving, 7 miles, at $61,428.55 per mile, $430,000.

At the time of the report 2.9 miles of sidewalk were under construction and 84 miles of sanitary sewers.

In addition to the improvements listed there are two city bridges, the Flagler street (Twelfth street) and the Miami avenue (Avenue D) which are listed as being valued at $100,000 each.

City Docks, Channel and Railway

Municipal docks and railway and the channel represent an aggregate cost of $1,314,505.22, according to the annual audit recently completed by the Southern Audit Company.

These costs and values include:
- Wharf—land, $525,000; warehouse, $75,000; other buildings and structures, $100,000.
- Municipal railway—land, $100,000; buildings and structures, $25,000.
- Channel—Permanent improvements, $489,505.22

Public Parks

Public parks of the City of Miami, not including the bayfront park recently bought from the Florida East Coast Railroad Company for $1,000,000 and Elser Pier, bought for $175,000, are valued at $579,250 in the annual audit recently completed. With the bayfront park and the estimated cost of its development, the total value would be over $2,000,000.

The values of the various parks are given as follows:
- North East Second Avenue (Biscayne Drive), $100,000.
- Boulevard Park, $185,000.
- South Miami Park, $45,000.
- Riverside Park, $24,000.
- Negro Park, $10,000.
- Armory lots, $37,000.

Public Buildings (Exclusive of Docks and Warehouses)

Public buildings and grounds of the city of Miami, exclusive of the municipal warehouse, docks and railway, represent a value of $693,180 as shown in the annual audit, divided as follows:
ON THE DIXIE HIGHWAY AT CITY LIMITS, MIAMI
City hall—Land, $150,000; buildings and structures, $44,220; equipment, $8,000; total, $202,220.

Comfort station—Buildings and structures, $4,500; equipment, $300; total, $4,800.

City hospital—Land, $35,000; buildings and structures, $80,000; equipment, $15,000; total, $130,000.

Total, $337,020.

Miscellaneous real estate, $140,150.

Buildings, land and equipment of the Miami fire department are valued at a total of $356,160.69 in the annual audit for the fiscal year ended May 31, 1921.

The total includes the central fire station, valued at $155,593.90 and the high pressure station, valued at $11,069.76.

The police department property is valued at $7,346.50.

Property of the department of sanitation is valued at $64,262.20 and of the street department at $39,415.25.

The Harbor Development

The combined improvements of municipal and Federal governments destined to make the water front of Miami a deep-water harbor had their origin in the work of Mr. Flagler, who, in the spring of 1896, while his railroad was approaching the city, dredged a 9-foot channel from the Cape Florida entrance to the railway wharves in Miami River. Before any improvements were undertaken by the United States Government channels had been dredged by the Florida East Coast Railway Company and the Peninsular & Occidental Steamship Company to a depth of from 11 to 12 feet. The first river and harbor act affecting the Miami harbor was passed by Congress in March, 1899, and since that time the Government has spent about $600,000 upon the survey and construction of the ship channel of nearly 19 feet, to run from the municipal docks to the ocean, in a straightaway course of 3.7 miles. Actual construction was not commenced until 1915. A request to have the depth increased to 25 feet is now before the Board of Engineers of the War Department, with excellent chances for approval of the project.

The magnificent causeway, which runs parallel with the Government channel until it bends toward the southern extremity of Miami Beach, was largely constructed of materials excavated from the Federal project.

Civic Organizations

In the development of Miami’s splendid harbor and waterfront, as well as in all other public improvements, the Miami Board of Trade and the later organization, the Chamber of Commerce, were very active and influential. If any individuals are specially to be mentioned in this connection, E. V. Blackman, secretary of the old body, and E. G. Sewell, since 1916 president of the Chamber of Commerce, might justly be accorded that notice. The organization of today, which is solidly behind Miami in all its laudable ambitions, has also a secretary with the Miami snap and push, Guy W. Livingston.

Within the past few years, several organizations have arisen to supplement and strengthen the civic labors of the trade and commercial bodies. The oldest of these is the Miami Woman’s Club, established by Mrs. James M. Jackson and Mrs. Curtis W. Gardner in 1900. It was then almost purely a social organization and so remained for a number of years, but its scope broadened with the progress of the women’s movement throughout the land until its departments of investigation and work covered civics, education, finance, arts, library, social conditions, playgrounds, household economics, child welfare and legislative matters. The presidents of the Women’s Club have been Mrs. Curtis W. Gardner, Mrs. A. E. Frederick, Mrs. A. Leight Monroe, Mrs. T. V. Moore, Mrs.
Cleifton D. Benson, Mrs. Harvey Jarrett, Mrs. William M. Brown and Mrs. Reginald Owen. The club has erected a handsome house on Flagler Street, and was the means of founding the public library.

The Miami Rotary Club was organized in 1916. As usual, the Rotarians are alive and devoted to civic betterment. One of their plans is to establish a permanent summer camp for Miami boys.

The Miami Realty Board, organized in January, 1920, has raised the standard of the local real estate business, and even outgrown its specialty, so that it is classed as one of the civic forces upon which progressive men and women may depend.

The Advertising Club of Miami, organized in March, 1920, is a publicity bureau for the city, based on the motto, "Truth in advertising."

The Civitans, formed in April, 1921, are formally enrolled as promoters of elevated civics, and the Kiwanis Club, organized in the following month, maintains the standard of other similar associations, and is especially interested in the public schools and public hygiene.

**CITY AND COUNTY SCHOOLS**

Although the public schools, both of Miami and Dade County, are comparatively young, they are of high grade; not only the intelligent character of permanent residents demanded it, but the superior class of winter visitors and tourists who resort, year after year, to Miami by the Sea have required the best of educational advantages for their children. The schools are free to both permanent and temporary pupils. In the early '80s, the pioneer schools of the county were opened at Palm Beach, Coconut Grove and Lemon City, under the county superintendency of Allen E. Heyser, who had been serving for several years as county judge of Dade County—in which was then Palm Beach.

Judge Heyser was a young man just commencing his practice at Palm Beach and was probably glad to get the meager salary of the first regular county superintendent of education. About 1886 he opened the first public school at Palm Beach, the second at Coconut Grove, the third at Lemon City and the fourth at Miami. For a number of years he served both as county superintendent and county commissioner and, nominally, as judge. He moved to Miami in 1899, and as chairman of the Board of School Trustees led the campaign which resulted in the erection of the present Central Building.

In 1897, Z. T. Merritt had succeeded Judge Heyser as county superintendent, and thus continued for eight years. About that time, Miami's first public school was opened under the principalship of R. E. McDonald. It stood at the corner of First Street N. W. and Miami Avenue and had twenty pupils.

R. E. Hall succeeded Professor Merritt in 1905 and held the office continuously for sixteen years, and he has this to say of the progress made and the difficulties to be overcome during that period: "The end of the Merritt administration saw Dade County with some twenty-five schools stretching from Stuart, 105 miles to the north, to Silver Palms, on the south. Each community had comfortable schoolhouses and they were equipped with modern desks and furnishings, where good school teachers were employed for a term of from seven to eight months."

"The writer was installed superintendent of schools in January, 1905, and held the office continuously sixteen years. Probably the greatest problem that confronted him and the boards was the task of providing schools for the most rapidly growing county in the United States, and incident to such growth the sad lack of funds. On an average, the school population during these sixteen years has doubled every 2½ years, while, as a rule, the tax assessment increased from 10 to 15 per cent. This left a deficit each year, which was greatly increased by the larger salaries paid teachers and the large increase in the cost of every phase of school operations. From time to time, the addition of cultural and vocational
courses has been made, and by consolidation of several small schools into one large central school, Dade County has today a school system second to none anywhere in America. A history of Dade County schools would not be complete without some reference to the school board members, and the schools as they are today are monuments to the earnest and faithful men who served as administrators of Dade County's school system. W. M. Burdine, W. W. Faris, H. A. Pennock, A. Leight Monroe, G. A. Douglas and F. C. Bush, all served several terms and gave their time and energies unselfishly to the business end of the schools.

"It may be interesting to note that during the past sixteen years every school building in every district has been replaced by a modern concrete structure. In Miami, in 1904, the only school was a four-story frame building on Avenue C, where the Central Grammar School now stands. When that building was erected in 1909 a howl went up. Some people said, 'Why, that building will last Miami fifty years!' As a matter of fact, it was crowded almost by the time it was finished."

Charles M. Fisher is now the county superintendent of public instruction of Dade County. He has under him twenty schools for white pupils and eight for colored. Four of these are high schools, located at Miami, Miami Beach, Homestead and Coconut Grove. The schools at Miami are known as the Central Grammar, North Side, Allapattah, Buena Vista, Highland Park, South Side, and Riverside.

The value of the property devoted to school purposes in the county is about $900,000, and the teaching force consists of 250 regular white teachers, and 27 colored.

In addition to the free public schools operating in Miami, there are ten private schools conducted for white pupils and three industrial schools for colored scholars. The Academy of the Sisters of St. Joseph (Roman Catholic, co-educational) has an enrollment of 465 pupils and a teaching staff of eleven. The Pan-American College of Commerce, for both sexes, has about 150 pupils in attendance.

As units of the county system are also public schools at Perrine and Orange Glade and the home economic school for whites at Lemon City.

**Miami's Churches**

As Miami sprang into cityhood, almost full-fledged from birth, so did most of her leading churches come into being during the first year of her foundation as a railroad town and a municipality. If there is any choice in seniority, it is usually accorded the Presbyterians and the Baptists.

Mr. Flagler himself was a Presbyterian and the son of a Presbyterian minister, and it was natural that he should have a partiality for members of that denomination. He built a handsome church at the corner of Flagler Street and Short and was for many years the chief supporter of the organization. The Presbyterians at first worshipped in a small building near the track of the railroad leading to the Royal Palm Hotel, and threw open their meeting house to the public. Rev. W. W. Faris, who was called to the pastorate in 1897, served the church until he was retired as pastor emeritus in 1919.

The Baptists, who maintain that they were first to formally organize and have a separate meeting house, formed a church two days before Miami became a city. John Sewell, one of its charter members, was chiefly responsible for its establishment by sixteen members of his faith. Rev. J. R. Jester, a student at Mercer University, was its first pastor, although the first to settle over it permanently was Rev. William E. Stanton. Dr. J. L. White, the present pastor, has done much to bring the Baptist Church to its high standard of attendance and influence. The handsome edifice of the First Baptist stands upon the site of the old church building at the corner of Fifth Street and N. E. First Avenue.
The First Methodist Episcopal Church was also organized in 1896, Rev. E. V. Blackman being its pastor. Among the prominent charter members were Mr. and Mrs. Edwin Nelson, Mr. and Mrs. Robbins, and Mrs. J. I. Wilson. At first, the Methodists worshipped wherever they found a place, but finally, through the good offices of Mr. Flagler and Mr. Ingraham a site for a church building and parsonage was secured at the corner of First Street and First Avenue, N. E. Later the church sold that property, and built the White Temple, corner of Avenue B and Ninth Street.

The Church of the Holy Name, Roman Catholic, was also organized in Miami's birthyear, 1896. Its site is at the corner of N. E. First Avenue and N. E. Second Street. Mr. and Mrs. Joseph A. McDonald have been generous patrons of the church. Some years after the house was erected, the Catholics built the Academy of the Sisters of St. Joseph at the rear of the church. While preparations were being made to replace the old church edifice with a more worthy home, the World war disrupted them, but a new church to cost over $500,000 is now in process of construction.

The Methodist Episcopal Church, South, was organized in Miami in 1898 by Rev. Fred C. Blackburn, and in 1920 a handsome church replaced its former meeting house, on First Avenue N. E.

In recent years numerous other church organizations have been perfected in the city, among which are the Westminster Presbyterian, the Riverside Methodist and the First Christian. The last named, in 1920, erected a $100,000 edifice near the bay on N. E. Fourth Street, and is one of the most attractive church homes in the city.

The religious privileges held out to Miamians include the great intellectual, moral and spiritual feast provided by their mammoth open-air Sunday school. Every Sunday morning during the winter season, under the coconut palms in Royal Palm Park, 5,000 to 6,000 people listen to a discourse by William Jennings Bryan upon the theme of the day's lesson.

The Press of Miami

Miami has several newspapers and magazines—the Metropolis (evening daily), the Herald (morning daily), The Miami Post, the Central News, the Real Estate Journal and the Miamian. The Metropolis and Herald represent the publications of prime influence.

As already stated, the Miami Daily Metropolis is the outcome of the Metropolis which shortly followed the Florida East Coast Railway to Fort Dallas, and preceded the creation of the city by a little more than two months. The first issue of the Metropolis was dated May 15, 1896, and it was published by Walter S. Graham and Wesley M. Featherly. B. B. Tatum bought an interest in the paper in 1899, and in 1905 S. Bobo Dean purchased a half interest. Mr. Dean became the sole owner in 1915, and is still conducting it as editor and manager.

F. B. Stoneman began the publication of the Miami Evening Record on September 15, 1903. This publication afterward became the Morning News-Record, and in 1910 it was reorganized as the Miami Herald, issued by the Miami Herald Publishing Company. It continues under the original management—Frank B. Shutts, president; F. B. Stoneman, editor-in-chief, and Edward Taylor, business manager.

Sports and Recreations

Miami's pleasures in the great-out-of-doors, by land and sea, are so diversified as to be almost bewildering. The parks are either havens of rest or centers of sport, as the visitor wills. Water carnivals are held weekly at the Royal Palm indoor bathing pavilion, at the various casinos, on the beaches, or in the very surf itself. Miami Beach has its polo
field, on which both professionals and amateurs urge their ponies in daily contests. The afternoons and evenings in Miami are melodious with such music as is rendered by Pryor’s band. Golf is one of the popular year-round sports in Miami and Miami Beach, and at the latter place two eighteen-hole courses and one nine-hole course have proven very popular. The Miami Country Club, with its $100,000 clubhouse (an eighteen-hole course), together with the new municipal eighteen-hole course at Hialeah and a nine-hole course at Coral Gables, provides plenty of room for all who care to follow this favorite pastime. And tennis runs golf a close competition for popularity. The hotels have their own courts, and the city has laid out large and fine tennis courts within easy walking distance of Miami.

No southern resort provides better facilities for ocean bathing than Miami. The grand million-dollar causeway to Miami Beach is a delightful approach to such healthful and exhilarating sports as is afforded by the splendid waterfront there. As access thereto is obtained by trolley, horseback, automobile or afoot, not to mention excursion boats and smaller craft, a dip in the Atlantic is a matter of minutes only. Miami Beach is located on a narrow, yet attractive peninsula. There are casinos, bathing pavilions, shore resorts and exquisite little bathing places all along the ocean front, from the jetties northward to mangrove-studded roads that mean a “bathing beach of your own.” Life guards, a lifesaving station under Government control, and instructors in swimming, are features of Miami Beach. The temperature of the water, winter and summer, averages 72 degrees—just right!—and the Gulf Stream, with its clear, soothing water, is but three miles off shore. As stated, Miami Beach is an incorporated city, and no one need go outside its limits to supply the wants of either the inner or the outer man.

The boating regattas in Biscayne Bay bring graceful and famous craft from all the waters of the country, and while they are in progress the Miamis are at the height of their enjoyment and excitement. What is known as the Midwinter Biscayne Bay Regatta and Races represent not so much a local as a national event in aquatics. It is at such gala times that attention is called to the colony of picturesque houseboats that girt the bayfront and overflow into Miami River.

Miami is the center of one of the most famous fishing grounds for sportsmen in the world. It is said that there are more than 700 varieties of fish to be caught in the territory conveniently tributary to it. There are fishing docks frequented by professional boatmen and guides. Then there is the social and helpful Anglers’ Club. And if the angler wishes to know beforehand what manner of fish he may catch he may see them all in the great aquarium built at Miami Beach by James A. Allison.

**OUTSIDE OF THE MIAMIS**

Along the line of the Florida East Coast Railway, outside of Miami and Miami Beach, are a number of thrifty villages, several of them incorporated. Coconut Grove, five miles south of Miami, and Homestead, once the terminus of the road, are the largest.

Coconut Grove, which was incorporated as a village in 1919, has a population of more than 1,300, and is said to be the oldest settlement on Biscayne Bay. A store was opened on the site of the village in 1870, and a postoffice established there three years later. As the settlement seemed to weaken for a time, the postoffice was discontinued, but in the early ’80s was reestablished. In 1877 the widely known Ralph M. Munroe settled at the Grove. He represented a Staten Island wrecking company, was a naval architect by profession, a correspondent for the Department of Agriculture and Bureau of Fisheries, planted a fine grove of cocoanut trees on the land fronting the bay, and in years to come developed one of the most delightful homesteads in the region. He designed many of the yachts which became famous in the waters of Bisc-
cayne Bay, and was altogether a fine man and citizen. In 1887, with Kirk Munroe, the famous author of boys' books, who had arrived at Coconut Grove the year before, he organized the Biscayne Bay Yacht Club, of which he was the commodore for twenty-one years.

Mr. and Mrs. Kirk Munroe have given a distinctive intellectual and literary flavor to Coconut Grove. The latter is the daughter of the late Amelia Barr, the American novelist, and is a talented writer herself. She was president of the Pine Needle Club, which founded the Coconut Grove Library in 1895, and was among the organizers of the Housekeepers Club, founded in 1891, and said to be the first women's club established in the state.

"Coconut Grove," says E. V. Blackman in his history of Dade County, "is a bird sanctuary, the feathered inhabitants being protected by law. The town council cooperated with the Coconut Grove Audubon Society and passed an ordinance making it unlawful to shoot, trap or in any manner kill any birds within the corporate limits of the town, except the cooper hawk, sharp shinned hawk and great horned owl."

Homestead has been the most important business point in Southeast Florida between Miami and Key West since the extension of the Florida East Coast Railway to that point in 1904. It is an incorporated village of about 1,400 people, is lighted by electricity and has a number of substantial stores and shops, as well as two banks—the Bank of Homestead and Citizens Bank. The Homestead Enterprise was established in 1912. In 1915 it was purchased by A. C. Graw and others, and the name of the publishing company changed on reincorporation in 1919. The paper, with an annual almanac has since been published under the style of Homestead Enterprise, Inc.

Between Miami and Homestead are such villages and stations as Kendall, the site of Mr. Flagler’s seventy-acre citrus grove; Perrine, named after Dr. Henry Perrine, the naturalist who was murdered at Indian Key by the Seminoles in 1840; Peters, thus called in honor of Thomas J. Peters, the tomato king; Goulds, the headquarters of the Tampico farms, owned chiefly by J. C. Baile, and Princeton, founded by Gaston Drake and the site of the large lumber mills which he established there. South of Homestead is Florida City, laid out by the Tatum Brothers Investment Company and the last village on the mainland.

Away from the line of the railroad and stretching into the Everglades are fine groves of citrus fruits and mangoes, clustering around pretty homesteads. This statement holds good, both north and south of Miami. Six miles north of the metropolitan centers is the great Curtiss-Bright live stock ranch of 14,000 acres lying along the Miami Canal. Angora goats and milch cows, horses and mules, constitute the strength of the enterprise. The Bright brothers (James H. and C. W.) bought the first 1,000 acres in 1909, and in 1917 Glenn Curtiss, the famous air man, joined the enterprise. First Mr. Curtiss selected a site for his flying school, having been piloted to the Bright ranch by E. G. Sewell. But, as stated by a friend, while "Mr. Curtiss kept one eye on the flying machines, the other eye could not get away from the cattle and horses and pigs and turkeys and chickens and fields of green grass on the ranch." The result was that James H. Bright, active promoter, of the property from the first formed a partnership. It was rechristened the Curtiss-Bright ranch, and the Town of Hialeah was laid out in its midst, as administration headquarters.

Northwest of the Curtiss-Bright developments are the holdings of the Russian Colony. They comprise 11,000 acres of Everglade lands, and since about 1918 they have successfully cultivated a large acreage to vegetables and general farm crops.

The plans of the Pennsylvania Sugar Company are more ambitious as befits its great tract of 120,000 acres still farther to the northwest. "For two years," says a local writer, in 1921, "they have been developing one of the largest sugar plantations in the country. They have over 3,000
acres planted in sugar cane and have several more thousand cleared, plowed and made ready for planting. The company is dredging a canal ten miles in length through its property and is putting in lateral canals. A sugar mill and refinery is now being constructed and grinding will commence in December 1922. The company has tested a portion of the cane grown on its drained muck, manufacturing white sugar. The test has been satisfactory and preparation is being made to carry on the work until the whole acreage is planted in cane and extension of refineries to take care of all cane grown on the immense tract.

Buena Vista, the first town north of Miami, and partly absorbed by the metropolis, is becoming a beautiful suburb. Lemon City, an old settlement, was quite a port before the days of the railroad. Little River, the next village north, is an important trucking and fruit center, and Arch Creek, with its natural bridge spanning the stream by that name, is the site of the Boy Scouts camping ground. Ojus, a quarry center, is the last village in Dade County going north.

Like Curtiss, in one of his air planes, a skimming excursion has been taken over the surface of Miami and Dade County, as a fascinating section of Florida, the details of which must be recorded by one who has more space at his command than the writer.
CHAPTER XXIV
KEY WEST AND MONROE COUNTY

Monroe County, which includes the westernmost fringe of islands, or keys, of the great West India group, has the unique distinction of giving the boundary lines to both the eastern and western limits of the United States, and, if Porto Rico is not taken into account, to the southern. Key West, its capital, was for years the most populous city in Florida, but now ranks fifth. In the naval and international affairs of the western continent, it has been considered, by common military and diplomatic consent the key to control of the West Indies and the Gulf of Mexico. Since Florida became American territory, Key West has therefore been an established military and naval base, and is, moreover, the gateway to the Panama Canal.

The ten thousand islands, embracing 700 square miles, and now included within the bounds of Monroe County, include those which lie south of Biscayne Bay, or Dade County. Key West is the largest of the coastal chain of islets which protrude into the mouth of the Gulf of Mexico and form a clear outlook into the Caribbean Sea toward the east. It has an area of about 2,000 acres. Still farther west, and within the bounds of Monroe County are such minor keys as Cotteral’s and Marquesas.

The continental portion of Monroe County embraces the extreme southern points of the peninsula of Florida, and includes the famous Cape Sable, an ancient landmark to the navigators of the southern seas of the New World. North of Cape Sable is Ponce de Leon Bay, and still farther along the northwest coast of the county is the commencement of the long chain of Gulf keys known as the Ten Thousand Islands. This small portion of Monroe County adds three or four hundred miles to its land area, bringing the total to 1,125.

MAGNIFICENT HARBOR

The magnificent harbor of Key West, twenty-five miles long and about two miles wide, with not less than thirty-two feet of water, is practically and naturally the largest deep water anchorage in the country. It is sheltered on the north by low keys and shoals, and seven miles south of this line of protection is a parallel series of reefs. A ship can leave the open roadstead off Key West and in half an hour be discharging and taking on cargo at the docks. There is no time lost in threading narrow and uncertain channels.

The harbor at Key West has four entrances—the Main, the Southwest, the Southeast and the Northwest channels. Vessels leaving the harbor by the Southwest passage have but seven miles to sail before they can shape their course to their port of destination, and through the main ship channel, but five miles. Ships putting in at Key West for stores and supplies add less than ten miles to their voyage—an advantage said to be possessed by no other port in the United States having equal depth of water.

NO LONGER AN ISLAND CITY

Until ten years ago, Key West was an island city, the great gateway to the southern American waters and bound solely by water craft to the
mainland and the long chains of keys along its coasts. The numerous varieties of fish, caught from the sea and from the sheltered waters of the keys; sponges by the ton, taken from their native habitat and cultivated as well; and salt and cigars, developed a large ocean, gulf and coastwise trade for the metropolis of the far south. But when the Key West extension of the Florida East Coast Railway was completed in 1912, it was, for all practical purposes, no longer an island city; and since that great consummation, "so devoutly wished," another ambition has been fairly launched throughout Florida—to parallel the railway with the Dixie Highway and give tourists a chance to enjoy the unexcelled fishing grounds and the sunny marine scenes of these southern waters. That enterprise involves Key West as the terminus of the highway.

NAME AND PRIMITIVE ISLAND

As is always the case, there is disagreement as to the origin of the words Key West—first applied to the island, then to the settlement. It is generally admitted that the Spanish words Cayo Hueso give the cue to the name, and the Key-Westers are in the majority, albeit the Bone-Islanders have quite a following.

In 1815, the Spanish governor of Florida granted the little island to Juan Pablo Salas, for "several services rendered." At Havana, Salas met John W. Simonton, a New Jersey merchant of prominence who was trading in Mobile and Cuba, and in January, 1822, sold the American his wild unimproved island for the sum of $2,000. Soon afterward, he disposed of three quarters of the property to the United States consul at Havana and others. A conditional sale made previously by Salas somewhat complicated the title, but when the United States acquired Florida in 1819, Congress confirmed the Salas-Simonton title. Settlement soon after commenced, St. Augustine furnishing some of the pioneers, such as Joseph C. Whalton, Michael Mabritty, and Antonio Girardo. The early settlers of Key West were said to be people of culture and means from such states as South Carolina, Virginia, New York and Connecticut. Wrecking and fishing for the Havana market were the almost exclusive sources of revenue, and as they were both very lucrative occupations, many substantial fortunes were made.
UNITED STATES NAVAL STATION

As it became necessary that the United States should formally take possession of the island and the settlement which constituted the southernmost outpost of the national possessions, Lieut. M. C. Perry, commander of the U. S. Schooner Shark, hoisted the flag of his nation at Key West on the twenty-fifth of March, 1822. He named the island Thompson's, after the secretary of the navy, Smith Thompson, and the harbor, Port Rodgers, in honor of the president of the naval board, Commodore Rodgers. But neither name could displace Key West. By the end of the year the coast and harbor had been surveyed, and a regularly constituted naval depot and station established under command of Commodore David Porter, who was one of the most enthusiastic advocates of developing Thompson's Island into a great fortified naval base to guard the Gulf of Mexico and the mouth of the Mississippi River. This was especially important, in view of the trade with Cuba, which, even then, had reached large proportions.

The strategic importance of Key West in wiping out piracy in the West Indies and the Caribbean Sea was demonstrated by Commodore Porter in 1822, when he made it his active base of naval operations against the buccaneers of the Spanish main. Spain paid them tribute and her commerce was not molested; not so with the United States. Porter, therefore, was selected to give the Spanish pirates the same kind of a lesson which Decatur had taught those of Algiers. Previous to placing him in command of the West Indian squadron, the United States had made little progress in suppressing this piracy, as the draught of the war vessels sent against the buccaneers was too great to allow their craft entrance into the shallow waters in which the pirates took refuge. But Porter, after erecting a storehouse, workshop, hospital and barracks at Key West sent the largest frigates of his squadron north, retaining only six of lighter draught and adding to his fleet eight small schooners and five twenty-oar barges. He also procured an old New York steam ferry boat, with which to tow the barges to the pirates' rendezvous at the Isle of Pines, south of Cuba. Commodore Porter and his mosquito fleet followed the pirates into every nook and cranny of their retreats, destroyed many of their vessels and even followed the few that escaped him into the Port of Fajardo, Porto Rico, where they had been harbored by the Spanish authorities. At length, he sent an expedition ashore—and, as far as American commerce was concerned, piracy was stamped out in the Carribbean waters.

But although Key West thus proved her importance as an American naval base, little was done by the Government toward recognizing it as a fortification worthy of improvement. In 1824, a company of marines was stationed there and barracks erected for them fronting upon the harbor between Duval and Whitehead streets, but they were not long occupied and were sold and removed in a few years.

MONROE COUNTY CREATED

The settlement had been strung along the deep water front of the island toward the western point for quite a distance before the time came when Monroe County was created. Since 1821, when Governor Jackson divided Florida into two counties, Key West, or Thompson's Island, had been a part of St. Johns County, which included all that portion of the Territory lying east and south of the Suwannee River. On the 29th of December, 1824, the Legislative Council created six counties—Alachua, Leon, Nassau, Walton, Mosquito and Monroe. At that time, Monroe County comprised South Florida below Mosquito (afterward Orange) County. More particularly, it embraced all that part of the Territory lying south of a line commencing at Boca Gasparilla River, on the Gulf of Mexico, and extending up the northern margin of Charlotte Harbor to
the north of Charlotte River; thence up the northern margin of that river to Lake Macaco; thence along the northern margin of that lake to its most eastern limits; thence in a direct line to the headwaters of the Potomac River; thence down that river to its entrance into the ocean, together with all the keys and islands of the Cape of Florida.

RICH SALVAGE FROM FLORIDA REEF

Probably more treasure has been scattered among the wreckage along the Florida reef than in any other equal stretch of coast line in the world, and in the ante-American period the salvage would usually be taken to Havana or Nassau for adjudication. For a number of years after Florida was ceded to the United States, "wreckers' courts" were held at St. Augustine, Key West, or at different localities near the scenes of the wrecks. In the '20s and '30s, there was no more profitable business than that conducted by the proprietors of wrecking vessels of southern Florida, and Key West was its grand center. At about the time that Monroe County came into existence more than $300,000 worth of wrecked property was sold at that place, and buyers of valuable cargoes came from Havana, Mobile, Charleston, New York and other large cities to attend the sales. In 1824-35, more than $100,000 was paid to the United States Government for duties on wrecked property, saved in the Key West jurisdiction. Says Justice Browne in his history: "The richest cargoes of the world, laces, silks, wines, silverware— in fact, everything that the commerce of the world afforded—reached Key West in this way. Speculators with capital and underwriters' agents came here to attend the sales, some of whom seeing the opportunity for making money became residents of Key West.

"The wrecks not only threw on these shores rich cargoes, but many valuable citizens were thus furnished to Key West. Several of our prominent families owe their residence here to the fact that their ancestors were wrecked on the Florida Reef. In fact, Key West probably owes its foundation as an American colony to such a circumstance.

JOHN WHITEHEAD AND FIELDING BROWNE

"In 1818, Mr. John Whitehead was shipwrecked in the Bahamas, and on the voyage back to his home in Mobile the ship he had taken passage on lay at anchor for several days off Key West. He thus acquired a knowledge of its excellent harbor and other advantages, and it is probable that when he purchased the island from Salas in Havana in 1819, he went there to meet him for that purpose.

"One of the earliest settlers, afterwards a large land owner and prominent business man whose residence in Key West was due to this circumstance, was Mr. Fielding A. Browne. His brother had gone from Virginia to Mexico, and there had been killed. Mr. Browne was on a ship bound to New Orleans, on his way to Mexico to look after his brother's estate, and was wrecked at Key West and remained there. In 1830, when his nephew, Mr. Joseph Beverly Browne, was graduated from William and Mary College, he sent for him to come to Key West and go into business with him.

* * * Hon. Peter T. Knight and Hon. George W. Reynolds owe their residence here to the fact that their mothers, who were from the German side of the River Rhine, were wrecked at Key West on their way to New Orleans." Others were William H. Wall, James Filor, Nicholas Smith, James G. Jones and Captain Joseph G. Lester.

1 A Virginian, who arrived at Key West on Christmas night, 1830, a lad in his seventeenth year. Served as delegate to St. Joseph Constitutional Convention of 1838; subsequently served as territorial United States marshal for Florida; member of the Legislature of the state for several terms; mayor and postmaster of Key West. Father of the chief justice of the State Supreme Court (1917-23), who was born in Key West in 1857.
UNITED STATES COURTS ESTABLISHED

The year 1828 was quite epochal for Key West; for the Superior Court of the Southern Judicial District of the Territory of Florida went into operation and Key West was incorporated as a town. The Superior Court was given admiralty and maritime jurisdiction and its authority superseded that of the local magistrates and special commissioners who had formerly adjudicated the salvage of the wrecks cast upon the Florida Reef. The opening of the court at Key West in November, 1828, led to the coming of a number of lawyers, but the extent of the litigation did not reach legal expectations and most of them returned to their former homes. James Webb, of Georgia, was the first judge of the Superior Court, and his successors were William Marvin and Isaac H. Bronson. When statehood came in, the old Superior Court was superseded by the District Court of the United States for the Southern District of Florida. Stephen R. Mallory, afterward distinguished in the public councils both of the Union and the Confederacy, was a leader of the local bar in these early times.

In January, 1828, Key West was incorporated as a city and in the following November the municipal act was repealed and another was passed giving it a town form of government. The seven members of the council were elected, and the president of that body served as mayor. The limits of the town were described as "being all that portion of the island beginning at the junction of White Street with the waters of the harbor, and extending along White Street to Angela, thence southwesterly to Fort Taylor Reservation, thence northwesterly to the waters of the harbor, and thence along the shore line back to White Street."

JOHN AND WILLIAM A. WHITEHEAD

The brothers Whitehead were prominent in the early years of Key West. John, the elder, was one of the original proprietors of the town, purchasing his quarter of the site from John W. Simonton. They were friends and fellow merchants from New Jersey, doing business in Mobile and New Orleans. He settled at Key West in September, 1824, as a merchant, and four years later his younger brother, William A., joined him there. In the following year he surveyed and mapped the town, which (the map) showed a number of streets not yet cleared of woods and underbrush. The younger Whitehead appears to have been quite precocious, as he surveyed Key West when but a youth, and in 1830, when he was appointed collector of customs, had not even then reached his majority.

PIONEER MAILS AND THE PRESS

A few months after Key West was incorporated as a town, two institutions were launched, but the community was not yet stalwart enough to permanently sustain either. In February, 1829, was established the first postoffice, and Capt. David Cole, master of the ten-ton Post Boy was awarded the contract for carrying the mail from Charleston to Key West. As the scheduled monthly trips would often be extended to twice that period, the service was discontinued for several years, and a route established between St. Marks and Key West; but within the next six years the Charleston-Key West service was reestablished, and, after several attempts, was made permanent, with regular semi-monthly mails.

About the period that attempts were being made to establish stable mail service between Key West and the Atlantic and Gulf coasts, the

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3 Although known as the Fort Taylor Reservation, the fortress by that name was not commenced until 1845, the part constructed in October of the following year was swept away by the hurricane of that date, and the fort was not completed until 1861.
local press made a valiant effort to obtain a foothold. In January, 1829, Thomas Eastin, United States marshal a few years afterward, issued the Register, but its impressions were faint and brief. The Gazette and the Inquirer followed within five years. William A. Whitehead was the chief editorial writer of the latter and Stephen A. Mallory was one of his assistants.

In 1830, according to the first U. S. census, the population of Key West, was given as 517—368 whites, eighty-three free negroes and sixty-six slaves.

**SALT INDUSTRIES NOT PERMANENT**

The rise, waver and fall of the salt industries of Key West, upon which so many fond material hopes were based, covers a period of nearly half a century. Its rise was in 1830, when Richard Fitzpatrick, of South Carolina, leased the Whitehead interest in the southeastern end of the island and laid out 100 acres of the property into artificial salt ponds. The tract was divided into large compartments, or pans, connected with wooden floodgates and separated by walls of coral rock. The sea water was turned into the ponds from a canal, in which was a floodgate for regulating the supply. As the water was lowered by solar evaporation, a new supply was introduced. Mr. Fitzpatrick estimated that his crop for 1832 would amount to 60,000 bushels, but the rainy season set in early and destroyed it all. The preceding seasons had not been favorable, but the experience of 1832 was disastrous, and the projector of the salt ponds abandoned them in 1834. Then John W. C. Fleeming, another of the original proprietors of the Key West site, arranged to open a salt pond on his own land, in the autumn of 1832, but died in the following December. During the month of his stay, there, Mr. Fleeming and W. A. Whitehead, then collector of customs, had formed a strong attachment, and Mr. Whitehead thus wrote of his newfound and lost friend: "Many years will pass away before our island will have on it a man so able to bring to light the capabilities of the natural Salt Ponds, to which we look for the ultimate prosperity of the place, as he had for many years made the manufacture of salt his study; and probably there is not a man in the United States who understood it as thoroughly as he did."

In 1835 Mr. Simonton, the second owner of Key West island and now a one-fourth proprietor, organized a stock company, composed largely of Mobile and New Orleans merchants. In time the property passed into other hands, the Fitzpatrick portion of the pond was purchased and, within twenty years, the project became the most successful salt pond at Key West, producing in its banner year (1855) 75,000 bushels.

There were many ups and downs even before the Civil war completely halted operations. In 1865, the works were purchased by a United States army engineer, who sank much money in them and lost it all. No attempt was made to operate the salt ponds from 1868 to 1871, and the hurricane of 1876, which destroyed most of the crop of that year and almost wrecked the ponds put the final quietus to the industry. Thirty years later, the tract given over to the salt ponds was purchased by a real estate company and laid out into lots.

**THE MANUFACTURE OF CIGARS**

From the first, there was a close commercial connection between Key West and Havana, and in 1831 William H. Wall established the first cigar manufactory at the American town. The industry steadily increased in magnitude and profits. Key West was also the American center of revolutionary propaganda against Spanish rule in Cuba, and the cigar industry received its greatest impetus at the time of the uprising
HISTORY OF FLORIDA

of 1868, when so many Cuban workmen and proprietors of factories crossed the Straits of Florida to become residents of the place. At that time one of the leading manufacturers at Havana was Senor Vicente Martinez Ybor, who, on account of the precarious condition of Cuban affairs moved his great business, as well as his family, to Key West. That was early in 1869, and his example was soon followed by E. H. Gato. The first serious set-back to the industry was the fire of 1886, which destroyed so many of the cigar factories and prompted the transfer of the great Ybor interests to Tampa. The calamity to Key West meant the establishment of even a greater industry at Tampa. Later, strikes retarded the business of Key West, but since the serious complications of 1894 the manufacture of cigars has regained its prominence and the prime seat of the industry in the United States still reckons the industry as the mainstay of its material prosperity.

CHURCH AND SCHOOL OF EARLY '30s

About the time of the establishment of the cigar industry in Key West, the intelligent American residents of the place got together under the leadership of William A. Whitehead, for the purpose of considering ways and means by which both religion and education could be provided for its population of five or six hundred. In March, 1831, on motion of Mr. Whitehead, the town council called a public meeting for that purpose. Judge James Webb, of the United States Court, presided over it. It was proposed to establish an Episcopal Church and school, the minister to be teacher as well, and the six men appointed as a committee to bring about the proposition were Judge Webb, David C. Pinkham, judge of the Monroe County Court, William A. Whitehead, collector of customs, Col. Lachland M. Stone, United States marshal, Dr. Benjamin B. Strobel, surgeon of the army post, and Dr. Henry S. Waterhouse, postmaster. All of the Protestant residents of Key West united under the name of the St. Paul's Episcopal Church, and on Christmas day of 1832 Rev. Sanson K. Brunot, of Pittsburg, a young man of twenty-four conducted the first religious service on the island. The school was not opened until 1834, by Rev. Alva Bennett, who was succeeded by Alden A. M. Jackson, son-in-law of Judge Webb. Besides the schools opened in connection with the Episcopal Church, there were many private schools conducted at the court house, at the army barracks and in residences, by men and women of culture and prominence. Such enterprises decreased with the beginning of the public school system in 1870.

KEY WEST AS A CITY

In 1832 Key West was incorporated as a city and, under the new charter, Colonel Oliver O'Hara was elected as its first mayor. The local government was vested in a mayor and six councilmen, and the charter provided for a tax on real estate of not more than one-half of one per cent of its value and a per capita tax on "free negroes, mulattoes and slaves." Ordinances were passed regulating the conduct of free negroes and slaves—ordering them from the streets after 9:30 P. M. and forbidding them to make any kind of noise, such as playing a fiddle or beating a drum, without written permission of the public authorities, or (if slaves) of their masters or mistresses.

The city charter of 1832 was abolished by the Territorial Council in 1835, re-established when Florida became a state and finally superseded, in 1869, by the charter formulated under the General Act of Incorporation for Cities. Twenty years after (1889), the city limits were extended so as to include the entire island. Under the same special charter, the municipal government was placed in the hands of nine commissioners appointed by the governor, who, in turn, were to select the other city officials. Afterwards, the commissioners were authorized to
elect a mayor not a member of their body, and most of the local officers were made elective by the people. Other changes have occurred, not of special moment in a sketch of this character.

**TERRITORIAL CHANGES IN MONROE COUNTY**

From 1836 to 1887, Monroe County was manipulated by the Legislature at different periods before obtaining within her limits the stretch of keys to which she considered herself entitled by commercial ties and territorial proximity. On the 4th of February, 1836, Dade County was carved from its great area. The southern line of the new county commenced at the western end of Bahia Honda and thence in a direct line to Lake Macaco; thus cutting off from Monroe County all the keys north of Bahia Honda, and all of the eastern portion of the southern peninsula north of Cape Sable. This caused much dissatisfaction, as a very appreciable part of the population of Monroe County resided at Indian Key, and their business, domestic and social relations were entirely with Key West.

In 1855, Manatee County was created from a portion of the mainland of Monroe County, and in 1866 the northern boundary of the latter was extended so as to return to Monroe County all the islands from Old Roads Key, or Biscayne Bay to Bahia Honda. When Lee County was created in 1887, the county was reduced to its present form and area.

**INDIAN MASSACRES**

When the new eastern county was carved from Monroe, in February, 1836, it was named after Major Francis L. Dade, the commander of the army post at Key West, who, several weeks before, had been ordered to Tampa and, with his command, been massacred by the Seminoles while marching to the relief of Fort King. The Government dispatched another garrison to Key West to replace the one which had left under command of Major Dade, and the island city soon became the place of refuge for those threatened and attacked by the Indians farther north and along the Florida keys. Two war vessels were soon anchored in the harbor, as a guarantee against Indian attacks upon Key West itself. A number of attacks were made upon the Cape Florida light house, which was finally abandoned.

The most lamentable occurrence in what is now Monroe County territory, but which was, at the time, within the limits of Dade County, was the massacre at Indian Key in August, 1840. Twenty families were living on the island and all of them had relatives in Key West. Captain Houseman, the leading merchant and citizen at Indian Key, had learned that the Indians planned to make an attack on his warehouse and wharf and the other buildings and settlers of the key, and had already spent considerable to put it in a state of defence. Both the territorial and the general governments had also been petitioned to furnish troops for their protection; to transfer the naval depot and soldiers already stationed at Tea Table Key, only about a mile distant, to Indian Key. Besides the little settlement on the latter island were also stationed a deputy collector of customs, a postmaster and other personal evidences of a brisk little community.

A distinguished naturalist, Dr. Henry Perrine, was also temporarily residing, with his family, on Indian Key. Two years before he had obtained from Congress the grant of a township on the opposite shores of Florida Bay, in order to experiment on the adaptability of various tropical and sub-tropical plants to that section of Florida. The Indian outbreaks had interfered with his plans, and his family, several members of a proposed colony and himself, had thought best to avoid the mainland in

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3 J. B. Browne in “Key West: The Old and the New.”
favor of Indian Key, deemed safer from attack. While the revenue cutters of the naval station and the troops at Tea Table Key were absent on official business, on the 7th of August, 1840, about 300 Indians attacked the settlement at Indian Key. Doctor Perrine, Capt. John Mott, wife and children and others were killed—shot, clubbed or burned to death—and all the buildings on the island were destroyed except the house of Charles Howe. He was a high Mason and as the symbols of his order were found intact, it is believed that the savages feared to molest them or the property of the owner. The Indians carried away a number of slaves. Most of the whites who escaped hid in cisterns. They escaped to Key West, where several of them became prominent. Mr. Howe served as collector of the port for many years.

**The Marine Hospital and Fort Taylor**

In 1844, the United States Government, after Congress had been memorialized for many years, erected the Marine Hospital on Emma Street at the foot of Fleming. It was designed, primarily, for sick and shipwrecked seamen engaged in the commerce of the Gulf of Mexico, but during both the Civil and Spanish-American war was a general naval hospital.

Fort Taylor was commenced the year after the Marine Hospital was completed, and as much of it as was constructed up to October 11, 1846, was swept away by the great hurricane of that date—a storm unexampled in the history of Key West. It was built on a sandpit about a quarter of a mile from shore, but was not ready for occupancy until 1861.

**Hurricanes**

The hurricane of 1835 caused more than a dozen large vessels to be stranded on the reefs near Key West, and most of the wrecking craft were damaged in going to their rescue.

The most destructive hurricane which ever visited Key West was that of 1846. On the third day after it commenced, October 11th, it reached its intensity. The wind storm came from the northeast. Great and beautiful cocoanut palms and Australian pines were uprooted, houses were wrecked and all those residing near the coast were driven to the higher parts of the island. The lighthouse was washed away at the loss of seven lives. William Curry's house was washed out to sea, and the body of one of the old colored servants was never recovered. It was a day long remembered by residents of the city on the west key, usually so sunny and placid.

**The Sponge Industry**

The sponge industry of Key West acquired commercial importance in 1849, and by 1900 the catch was worth $750,000 and more than 1,000 men were engaged in it. Most of the sponges were taken in deep water off the western coast, although those of finer grade were hooked from the shoal waters of the keys. In 1904, the enterprising Greek colony commenced to gather sponges at Tarpon Springs, Hillsborough County. The companies there established employed divers and improved apparatus in harvesting the marine crop and the bulk of the business was diverted from Key West. Of late years considerable attention has been given to the propagation of sponges by the aquacultural farmers of the islands tributary to Key West.

**The '50s at Key West**

It was not until 1852 that the United States Government commenced to establish the system of reef lights for the protection of commerce, stretching from Carysfort to Tortugas.
By the early '50s, Key West was at the height of her career as a manufacturer of salt. The cigar industry had been established for twenty years and a number of factories was in operation, the sponge fleet was increasing, and the city had a recognized standing as a naval and commercial station. The population of the place had reached nearly 3,000 souls, and no city in Florida had better prospects. It had a magnificent harbor, almost immune from storms and its climate, freshened by the breezes from ocean and gulf, was as nearly ideal as anything earthly could be.

The few years preceding 1850 showed a large increase of the negro population, as many slaves were imported to work upon the government fortifications and, with the growth of prosperous households, came the customary southern demand for colored servants. Not a few of the colored immigrants became quite prominent as nurses and ministers.

**THE CIVIL WAR PERIOD**

The population of Key West had increased only a few hundred during the decade 1850-60. Although the Civil war retarded and almost stopped the characteristic industries of the city, at its commencement the improvements on Fort Taylor gave considerable employment to workmen, both white and colored. The increase of the garrison and the continued possession of Key West by the Federals as a naval base, with the coming and going of the marines, assisted the local business and kept money in active circulation.

Fort Taylor is described as a "double casemated brick fort of the Bauban plan." For those days it was well armed with howitzers, columbiads, Parrott rifles and five siege mortars on the parapet. Three of its four curtains commanded the water entrance into the harbor, and at the actual breaking out of the Civil war, two large sand embankments were thrown up on the edge of the sand pit toward the town, in anticipation of a Confederate attack from that quarter. Commodious quarters were constructed within the fort for the garrison which had been stationed at the barracks, and they were occupied during the entire period of hostilities. Two forty-foot towers, surrounded by casements and sand embankments, were also constructed—one on the northeastern end of the island and the other about two miles nearer town. In those days, they were considered a decided addition to the security of the city. Another military improvement, which "made work," was the construction of a road from the army post to Fort Taylor, directly across the island, so as to avoid marching troops through the town. It was usually known as Rocky Road.

The sentiment of the leading citizens of Key West was strongly secession; in fact, at a public meeting held at the court house on December 12, 1860, to nominate delegates to the Tallahassee convention, the only speaker who favored remaining in the Union was Col. W. C. Maloney, Sr. On the preceding day, Captain (afterward General) James M. Brannan, of the First Artillery, who was stationed at the barracks, had applied to Washington for instructions, and on the 13th (the day following the secession meeting) took possession of Fort Taylor for the Federal authorities. No attacks were ever made upon the fort, the barracks or Key West as a whole. In April, 1861, the strong naval base was made even more secure by the arrival from Texas of Maj. W. H. French and his command, the Fifth United States Artillery. Major French succeeded to the command of Fort Taylor and Key West, and was chiefly busy during the Civil war in suppressing non-Union sentiment. The local newspaper, the Key of the Gulf, was suspended in May, and William H. Ward, its editor, left the island and entered the Confederate service. The Key of the Gulf is generally accorded the honor of having been the ablest paper ever published in Key West. A newspaper, under the old name, was revived in the '70s and sunk out of
sight in the late '80s, but all such revivals lacked the brilliant editorship of a William H. Ward.

PRIVATE, PAROCHIAL AND PUBLIC SCHOOLS

One of the private schools of Key West which continued its sessions all through the Civil war period and for forty-five years afterward, was the institution conducted by various members of the Bethel family. Lieutenant Daniel Beltzhoover, an Englishman but an officer of the United States Army, taught a class at the barracks for nearly a decade prior to the Civil war, and thirty years afterward, after having been in the British colonial service at Nassau, returned to Key West and opened a night school which became widely known.

The fine record of the Catholic parochial schools commences with the opening of a school for white girls by the Sisters of the Holy Names of Jesus and Mary, a Canadian organization, in 1868. The first building occupied for that purpose was a large frame structure, also occupied as barracks during the Civil war, and in which they taught for more than a decade. In 1878, was erected the original building of the Convent of Mary Immaculate, on Division Street and occupying a part of the first survey of Key West. The structure was of native coral rock and the grounds covered more than eight acres. In 1904, the convent was doubled in size and now contains 500 or more inmates.

In 1881, the same community of sisters established St. Joseph's School for white boys, at the corner of Simonton and Catherine streets. It has a present attendance of about 200 pupils.

The public school system of Key West was inaugurated, in 1870, by the opening of a free school on the first floor of the Masonic Temple on Simonton Street. Eugene O. Locke, long afterward clerk of the United States District Court, was the first principal. Douglas school for the education of the negro children was opened in 1879, and William M. Artrell, a negro from the Bahamas, was its first principal.

In 1874, Sears school was built on Simonton Street, and accommodated the pupils of Key West until 1900, when the Harris High School took its place. The location of the latter was the corner of Southard and Margaret streets.

Russell Hall, another public school, was built in 1887, on Grinnell Street, between Division and Virginia. In 1900, it was moved to the corner of White and Division streets and appropriately remodeled.

Key West has four public schools, attended by 3,240 pupils out of an estimated school population of 4,580.

PRACTICAL INSTITUTIONS OF THE '80s

Most of the public utilities of Key West were established in the middle and late '80s. In 1884, the first gas retort was erected near what was known as Fort Pond, but the supply was so unsatisfactory that the manufacture was discontinued and electricity displaced it in 1889. From 1885 to 1900 street cars were in operation, drawn by horses or mules, but an electric line was opened in the latter year. John J. Philbrick and E. H. Gato and William Curry's sons were prominent in all such improvements, as was the senior Curry during the earlier ones, such as the construction of the marine railway in 1853-59.

George Lewis, of Tallahassee, founded the first substantial bank in Key West, in April, 1884, but it suspended in 1891, after conducting quite a large business on a small capital. Soon after the suspension of the Bank of Key West, in 1891, George W. Allen, who was one of its directors and mainstays, backed chiefly by New York cigar manufacturers, organized the First National Bank of Key West. It is still Key West's financial mainstay.

The citizens of Key West have organized a number of commercial
bodies to safeguard their trade and commercial interests. The pioneer in the line was the Key West Board of Trade, founded in November, 1885. In 1902 was organized the Chamber of Commerce and, in 1907, the Commercial Club; these two were consolidated, in 1910, under the name of the Key West Chamber of Commerce, which does a good work in publishing the good points of Key West as a healthful residence city.

**FIRE DEPARTMENT AND WATER WORKS**

Although a fire department had been organized for twenty-five years before Key West experienced her first large fire, in 1859, its first worthless hand-engine had been cast into the sea by indignant citizens and when protection was really needed it was not at hand. The conflagration of May, 1859, swept away all the warehouses and stores on Front and Duval streets along the harbor front, and was only stayed in the residence district by Henry Mulremon, who blew up his own house with a keg of gunpowder to accomplish that purpose. A much better class of buildings arose, and the people of Key West were commencing to congratulate themselves that the fire of 1859 was a blessing in disguise, when the far greater conflagration of April 1, 1886, swept over the greatly extended and more substantial business district, in a northeasterly direction, and along the water-front to the naval station. The loss of property, including a large stock of Havana tobacco in the United States bonded warehouse, was more than $2,000,000, with an insurance of only about $50,000. The steam engine of the fire department had been sent to New York for repairs, leaving only a small hand engine with which to combat the flames.

The fire of 1886, which so badly crippled the cigar industry of Key West, and generally retarded her progress, stirred the city authorities to action, and resulted in a well organized and modern fire department. The city bought three good steam fire engines, and the county another, and a chemical engine, hook and ladder and other apparatus were added. Two years later a system of water works for fire protection was established. The salt water used is heavier and more effective in extinguishing fire then fresh water. Other improvements in machinery and apparatus have been added, and the personnel of the department also thoroughly drilled and organized.

**DURING THE SPANISH-AMERICAN WAR**

For several years before the outbreak of the Spanish-American war, Key West was an active outfitting point for the filibusters who were friends and supporters of the Cuban revolutionists—this, notwithstanding all the efforts of the general government to prevent it. The warships and revenue cutters gathered there, with their officers and crews, made the port a center of social and commercial activity. The ill-fated Maine was at Key West for a number of months in 1896 and 1897, and sailed from the port on her last voyage to Havana. Key West, both before and during the war, was also headquarters for many famous correspondents. Several years before, the Herald had been founded, and was published at Key West during the war and for about a year afterward.

With the progress of the war, the island city also became hospital headquarters for sick and wounded soldiers. Not only was there a large hospital at the army post, but the Convent of Mary Immaculate, with its two school buildings, was transformed into a hospital, and the Sisters furnished the nursing staff.

Soon after the war, Walter W. Thompson and T. J. Appleyard entered the newspaper field at Key West, and the former, in 1900, commenced the publication of the Inter-Ocean as a daily. In 1904, the Citizen made its appearance as a weekly. In the following year it was bought by Marcy B. Darnall and Thomas T. Thompson, consolidated with the Inter-Ocean, and is still published by Mr. Darnall as an afternoon daily.
There was a reaction in Key West from the activities engendered by the war, and the population of the city which had reached 18,080, in 1890, had decreased to 17,114 in 1900.

**Belated Railway to Key West**

The population of Key West increased from 17,114, in 1900, to 19,945, in 1910. A railless city of 20,000 in the United States of America! Wonderful and unique! Key West's wonderful harbor and unexcelled communication by water made this American wonder possible.

But a railroad over the keys and into the ocean to Key West was in the making. In April, 1905, the extension of the Florida East Coast Railway was begun from Homestead, and the first train to enter Key West on a continuous line of rails over the entire main line of the road was that which bore Henry M. Flagler thither, January 22, 1912. But that is a chapter in the romance of American railroad building reserved for another portion of this work.

Key West, as it looks out today over the salty sprays of both the Atlantic and the Gulf toward the Panama Canal and the shores of Cuba and the southern isles, is less in population, by about 1,000 than it was when it was bound to the Flagler system of railways. But it still bears its old-time stamp of military and naval importance. The barracks on the old Fort Taylor reservation, the imposing fort itself, the Marine Hospital, the light house, the quarantine station and disinfecting plant—all bear witness to its character as a naval station of high rank. Among the memorials of the Civil war period is the monument erected, in 1866, by the Navy Club of Key West. For some time, there was an aero-marine service between Key West and Havana, ninety-three miles, the trip being made in a little over an hour.

It is around the harbor of Key West, with its large docks and warehouses that the commercial evidences of the port are gathered. There is no place on the shore line of the country where a greater variety of fish and marine life exists than in the waters of Monroe County, within twenty-five miles of Key West. More than 300 varieties have been identified. The angler and the marine naturalist are in their element, as well as the finny tribe in which they are interested.

The export commerce which passes through the port of Key West is largely related to the fish industry. What that means is illustrated by the figures of December, 1920, to February 1, 1921, during which period there were brought to Key West and sent to northern markets the following: More than 1,500,000 pounds of Spanish mackerel, 800,000 pounds of king fish, 100,000 pounds of red snapper, over 50,000 pounds each of lobsters and groupers, and quantities of other varieties. The turtle industry is rapidly increasing in extent, and sponges are still caught and more cultivated for export.

Key West is a great outfitting point both for government craft and other ships entering or leaving the Gulf of Mexico. This feature of the marine movement through the harbor of Key West is, however, not taken into account in the following table prepared by the local Chamber of Commerce, nor does it include the activities of the coastwise vessels, like the Mallory ships, and other private craft:

<table>
<thead>
<tr>
<th>Movement of Vessels</th>
<th>1914</th>
<th>1920</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of vessels entered</td>
<td>626</td>
<td>1,144</td>
<td>518</td>
</tr>
<tr>
<td>Tonnage of vessels entered</td>
<td>504,844</td>
<td>1,144,897</td>
<td>640,053</td>
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<tr>
<td>Number of vessels cleared</td>
<td>601</td>
<td>1,111</td>
<td>510</td>
</tr>
<tr>
<td>Tonnage of vessels cleared</td>
<td>489,906</td>
<td>1,092,941</td>
<td>603,035</td>
</tr>
<tr>
<td>Value of imports</td>
<td>$1,293,683</td>
<td>$7,214,730</td>
<td>$5,921,047</td>
</tr>
<tr>
<td>Value of exports</td>
<td>4,747,346</td>
<td>62,676,788</td>
<td>57,929,442</td>
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A View on Lucerne Circle, Orlando
CHAPTER XXV

ORLANDO AND ORANGE COUNTY

Orange County, for many years the center of the wonderful and beautiful orange belt of Florida, which is gemmed with gleaming lakes and adorned with weighted groves of citrus fruits, in the year preceding Statehood was a wild, unnamed section in a vast unorganized political division south of the head of the Matanzas inlet known as Musquito County. The Legislative Council had created it in 1824, and for the succeeding twenty years it was variously carved to form Hillsborough, Dade and St. Lucie. Florida was admitted to the Union in March, 1845; and on the preceding January 30th, the shorn Musquito County was changed in name to Orange, it having been already demonstrated that the country was not a pestiferous region, but one of unusual fertility and potential productiveness.

COUNTY REDUCED TO PRESENT AREA

The Orange County of 1845 passed through numerous territorial changes before it was reduced to its present area of 955 square miles. In 1849, Putnam County obtained a portion of its territory, and in 1872 a part of Sumter was given to Orange. In the following year, the boundary between Brevard and Orange counties was changed, and in 1879 the boundaries of Orange with Polk and Sumter were rearranged. In 1887, it relinquished part of its territory to Lake and Osceola. Finally, in 1913, Seminole County was carved from Orange, and the latter was reduced to its present area.

POPULATION, 1830-1920

Such territorial changes must be taken into account in connection with the census figures (State and Federal), which give Orange County a population of 733 in 1830; 73, in 1840; 466, in 1850; 987, in 1860; 2,195, in 1870; 6,618 in 1880; 14,400, in 1885; 12,584, in 1890; 12,459, in 1895; 11,347, in 1900; 13,591, in 1905; 19,107, in 1910; 15,397, in 1915; in 1920, 19,890.

The greatest increase in the county's population was during the period 1870-1890, when the links were being cast in the railroad systems, known as the Atlantic Coast Line (plant system) and the Seaboard Air Line, which furnished the people and the interests of Orange County with adequate means of transportation. Such assurance stimulated a steady flow of incoming and permanent population, which has had few checks. The fall from 1910 to 1915 was caused by the creation of Seminole County, in 1913, which carried with it not only 360 square miles of territory, but the substantial population of Sanford, the seat of justice of the new political division.

HOW THE RAILROADS CAME

The many complicated steps by which Orange County and Orlando were brought into the great plant system, and connected with the northern railroads to the Atlantic coast and with those operating toward the Tampa region and the Gulf of Mexico, cannot be traced in this local
chapter. It is sufficient to note that the Lake Monroe and Orlando Railroad was chartered in 1875 to build the connecting link between the two divisions of the Florida Southern lines, which had already given railroad connections to Palatka and Gainesville, Ocala and Leesburg, and thence to St. Johns River and Lake Harris. In 1879, the name of the Lake Monroe & Orlando Railroad was changed to the South Florida, "when construction was begun by R. M. Pulsifer & Company, owners of the Boston Herald. The first three miles of this road was built by Gen. Henry S. Sanford, and the first shovelful of earth was turned January 12, 1880, by Gen. U. S. Grant, then on a visit to Florida. One of the projectors, Dr. Clement C. Haskell, was treasurer, until 1892, of what was then the most southern railroad in the United States. James E. Ingraham, of Sanford, was made president of the South Florida in January, 1880, the road then having but six miles of track, and by May, 1881, the line was extended from Sanford to Orlando. Soon afterward an extension was made to Kissimmee.

"In the summer of 1881, negotiations were almost closed for the sale of the road to the Florida Central & Peninsular, but after the failure of that deal Mr. Ingraham sold three-fifths interest, in 1882, to the Plant Investment Company (of New York; Henry B. Plant, president). Mr. Plant gave much attention to the development of the road, and extensions were rapidly made. Under the charter of the Jacksonville, Tampa and Key West Company, a narrow gauge line was constructed from Bartow Junction (Polk County) to Tampa, a similar line having been constructed from Kissimmee to Bartow Junction and a line from Bartow to the junction. The road was opened to Tampa, February 8, 1883.

"Thus a line was completed from Sanford (via Orlando) to Tampa, 124 miles, and the connection between Sanford and the Jacksonville terminus of the Savannah, Florida & Western was made by the People's Line of Steamers, put on the St. Johns River by the Plant Investment Company, a very admirable and well-equipped line, including passenger and freight boats. The South Florida also constructed a narrow-gauge line under the charter of the Florida Southern, eighty-seven miles from Bartow to Pemberton Ferry, where the Florida Southern crossed the Withlacoochee River, and this served to link the northern and southern divisions of the Florida Southern so as to make a line from Dupont, Georgia, through Gainesville and Ocala, to Punta Gorda, now known as the West Coast Route."2

The Seaboard Air Line, which also gives Orange County direct connections with the western and northern systems, embraced as its local link, the Tavares, Orlando & Atlantic Railroad, built in the late '80s by St. Clair Abrams. The direct line was from Tavares to Orlando and an extension was built to Oviedo and Lake Charm into what is now Seminole County. The Orlando & Winter Park road, five miles long, was completed in 1891. These lines, with the Leesburg & Indian River Railway west of Tavares, formed the Orange County branch of the Florida Central & Peninsular system, which was the most direct route between Jacksonville and Savannah and the parent of the Seaboard Air Line.

**MUTUAL DEVELOPMENT OF RAILROADS AND ORANGE BELT**

Thus the decade, 1879-88, virtually witnessed the construction of the railroads most instrumental in the development of Orange County and Orlando; for in their building the orange belt of Florida was made accessible to the northern markets. The original orange belt of Florida

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1 For thirty years past identified with the Florida East Coast System, at St. Augustine.
2 Fleming's "Memoirs of Florida."
was along the Atlantic Coast and St. Johns and Indian rivers, from St. Augustine to Volusia and New Smyrna. The freeze of 1835 forced the attention of growers to a more southern and a milder climate, and by the time the Civil war opened there were many bearing groves in the diagonal stretch of country from Tampa Bay to North Indian River, long known as the Orange Belt of Florida. Some of the pioneers in orange culture imported standard varieties from Europe, among whom were Gen. H. S. Sanford and C. Amory; but the war nearly neutralized these early efforts to improve the Florida groves, many of which had been planted from seed brought from the Atlantic Coast region. When peace again came to the state the orange industry was revived, and the growing demand for the fruit from the North rapidly developed it. Within twenty years the groves were yielding nearly one million boxes annually, and their progress had not been impeded by unusual weather. No influence so advanced the building of railroads in Central Florida from 1885 to 1890, as the splendid crops of oranges which were harvested from the groves of the belt.

GROWTH OF ORLANDO

One of the chief centers of the industry was Orlando, a city of 10,000 population (9,282 census 1920), nestling in a cluster of beautiful lakes and dense groves of oranges, and accommodated by several good railroads. Two lake systems originate within the bounds of the county, the waters of one flowing east toward the St. Johns and the Atlantic Coast and the drainage of the other falling westward toward the Gulf of Mexico. Orange County and Orlando seemed to be designated by nature, as well as by artificial transportation, to be the center of the orange belt and the hub of its large industry. That position was advanced when, in 1893, there was organized the State Bank of Orlando, with a capital of $25,000, deposits of $150,000 and loans and discounts of more than one hundred thousand dollars. These were considerable figures for twenty years ago! The State Bank of Orlando, which opened business in October, 1893 (the panic year), closely followed the defunct First National Bank. The new institution afterward absorbed the Merchants Bank of Orlando, and the Osceola County State Bank, at Kissimmee.

The State Bank of Orlando weathered several stormy years in the first years of its life. As stated, it was born during the panic of 1893, and in February, 1895, occurred the most severe freeze experienced by the orange raisers of Florida since that of 1835. At that time, Orlando was one of the heaviest shipping points for oranges in the state. The industry gave employment to hundreds of men and brought large sums of money annually into the county, which found its way into business channels and furnished means to extend and improve the groves. With this basic source of profit out from under her feet, Orlando may have stumbled but did not fall. Her citizens and the farmers of the county looked about for substitute producers of wealth and prosperity, and the result was that instead of being even crippled they diversified their industries and made their standing in Florida more secure than it had ever been. Attention had been turned to pineapples, watermelons, sugar-cane, trucking and forage crops and, within the succeeding few years, it was demonstrated that the industries founded upon these products made Orange County and Orlando more prosperous than when the raising of oranges was the all-in-all. Although the extravagant expectations regarding the development of the pineapple industry were not realized, the culture of oranges and grapefruit was soon under way again, and truck farming was established as one of the most dependable sources of profit in Orange County. The raising of strawberries and watermelons also opened a new field of wealth.
Orlando profited accordingly, and by the late '90s was again on the forward move. The Christmas Number of the Jacksonville Times-Union of 1897 thus describes the Orlando spirit of twenty-five years ago: "Orlando proudly claims the distinction of having taken the initiative several years ago in the good roads agitation which is now active all over the state. The first National Good Roads Congress was held here in February, 1897, attended by delegates not only from all sections of our own country, but from all over the world. We have twelve miles of splendid clay streets in the city; two clay roads to Winter Park, four miles away, a circuit of which passes thirteen lakes, and some of the most beautiful scenery in Florida. A clay road to Maitland, six miles, is now being extended to Sanford, twenty-two miles north. Aside from clay roads, there are bicycle paths to all adjoining towns and also one to the polo grounds, four miles east.

"What has been done in the way of road improvement, in the building of churches and in securing the best of school facilities for the young people, is conclusive testimony of the progressive character of the people who have settled here. A little cross-roads hamlet, with a population of less than one hundred in 1880, Orlando has grown to a substantial city with paved streets, gas and waterworks, telephone and telegraph and splendid railroad facilities in 1897.

"Orlando has residents from every state, and during the winter months visitors from all over the world. There is a large English settlement. Orlando could properly be called the city of churches, for every denomination is represented. St. Joseph's Academy, Catholic, is situated in the city, and at Winter Park, four miles north, is located Rollins College, which is recognized as a leading institution in the South. A public library has recently been established. The ladies have a Sorosis and a society club, the Rosalind. The Lucerne is the leading gentlemen's club. There is a well appointed opera house.

"Orlando is supplied with water for domestic purposes and fire protection from Highland Lake, a beautiful sheet of water at the northern edge of the city. The lake is a natural reservoir, being fifty feet deep and is fed by never-failing springs."

THE MUNICIPALITY OF TODAY

Since the foregoing was written, Orlando has enjoyed uninterrupted progress. The enterprising spirit of its citizens resulted in the adoption of the commission form of municipal government on the 1st of January, 1914. Under its provisions a mayor-commissioner and two other commissioners are elected by the people, and these three gentlemen constitute the management of all the city departments. The commissioners appoint all other city officers and have direct control over the work of each appointee. The public utilities of Orlando are municipally-owned, and life, limb and property are fully protected by its fire and police departments and its abundant supply of pure water. Withal, the commission government has resulted in the lowering of the tax rate and the cancellation of all floating indebtedness.

Both the fire and police departments of Orlando are motorized and modernly equipped with alarms and other apparatus, and their personnel is adequate to the requirements of its people. The word "personnel," in its application to the fire department, is a reminder of the fact that Secretary of War Weeks was once a real estate man in Orlando and one of the organizers of its first volunteer fire department.

The water supply of Orlando is everything that could be desired. Pure and soft, it is brought to the people of the city through a modern filtration plant, and is one of the few Florida municipalities thus favored. As has previously been stated, Orlando's supply is drawn from High-
land Lake, a large natural spring with no surface inlet. The water first seeps into the lake from springs fed by the rainshed of surrounding sandy hills and is naturally filtered. To remove all gas and vegetable matter, and insure against any contamination, the supply is pumped from the lake to an elevation and cascaded over cement falls into slow sand-filtration beds, installed in 1917. As an additional protection, a liquid gas chlorine apparatus, of standard type, is installed at the pumping station. The result is, water as pure as nature and science can supply; fully approved by physicians and the State Board of Health.

**ORLANDO, THE BEAUTIFUL**

When its standing as Orlando the Healthful, is added that long-applied and well-deserved christening, Orlando the Beautiful, this largest and most prosperous gem of Florida's interior cities is further etched. Because of its numerous bodies of water, Orange is known as the county of a thousand lakes, and, more definitely, the city itself embraces seventeen beautiful lakes, four of them—Lucerne, Cherokee, Dot and Eola—having brick boulevards and finished parks around their entire circumference. Orlando is a city of palms and roses, and is ablaze in the winter months with the beautiful poinsettia. Except in the retail business district, every street is arched with great spreading oaks, festooned with Spanish moss. Tasteful homes surrounded by beautiful laws and varicolored flower beds supplement Orlando's claim to be one of the most desirable residence cities in the state. Its main business streets and residence thoroughfares are substantially paved with brick to the extent of thirty-three miles, and nearly all the less important streets are firmly surfaced with clay. Orlando has sustained its reputation, made a quarter of a century ago, as one of the most prominent champions of good roads in Florida, except now it is a city of autos and the center of the brick highways of the state. The bicycle paths of 1897 have been replaced by the smooth brick auto thoroughfares of the day. Six of these trunk highways meet in Orange Avenue, one of the main arteries of the city, and which takes the visitor or the resident past the home of the Florida State Automobile Association.

Orlando is one of the principal interior stations of the great Dixie Highway, which runs from Tallahassee to Marco, Lee County, on the southwestern gulf coast, and branches out both east and west.

Since its formation in February, 1917, the Florida State Automobile Association has had its headquarters at Orlando, which is still considered the heart of Florida's good roads system. The association, which is in touch with similar organizations throughout the country and maintains thirty-six branches in the state, distributes tons of literature every year and transacts a large business in automobile insurance.

Hunting and fishing, boating and bathing, are unexcelled in the Orlando district and Orange County. Just northwest of the city limits is the club house of the Orlando Country Club, with dance floor and a golf course of nearly a mile and a quarter. These, and other attractions outside of Orlando, are easily accessible through the seventy miles of brick highways in Orange County. Even the fishing, swimming and boating at Lake Apopka, most of it in the extreme western part of Orange County, are brought to the doors of the residents of Orlando who are lovers of outdoor sports.

**THE HOSPITALS**

Orlando's standing as the representative city of Inland Florida was further stabilized by the completion of the Orange General Hospital, in 1917. It was built at a cost of $200,000, the funds being furnished chiefly by the people of Orange County, and is absolutely modern, both as to architecture and administration. Although it has a complete surgical,
LAKE LUCERNE, WHERE "NATURE SPEAKS A VARIOUS LANGUAGE"
medical and nursing staff, the patients may be attended by professional men and women of their own choice. The Orange General Hospital, therefore, attracts to itself grateful patients from every section of Inland Florida.

The Florida Sanitarium, two miles north of Orlando at Formosa Station, is located on fifty-two acres of beautiful ground, has been established more than a dozen years and cares for 1,000 persons annually. The plant of the institution comprises a large central building and fifteen cottages. So that Orange County and Orlando possess all the advantages for treating the ailing, as well as for preserving the stamina of those who are blessed with health.

The Schools and Library

The schools of Orlando and vicinity are prime inducements to those who are seeking homes for their families. To healthful and beautiful surroundings must be added facilities for education in order to satisfy the average American, and to those who wish to reside at Orlando or in Orange County ample provision is made for the intellectual cultivation of their children. The public schools of the city comprise an accredited high school and three modern grammar schools. The teaching force, which is efficient, is aided by well organized parent-teachers associations. There are also two denominational institutions well worthy of mention.

The Cathedral School for Girls, Episcopalian, overlooks Eola Park and the lake, and its five tasteful buildings provide accommodations and Christian education for fifty boarding pupils and eighty day students. It was founded in 1900 by the first bishop of Southern Florida, the late Rt. Rev. William Crane Gray.

The St. Joseph's Academy, a co-educational school of the Catholic Church, has also about one hundred and thirty pupils.

Orlando also supports the Southern School of Commerce, a business college, and the Conservatory of Music and Expression.

Four miles north of Orlando, at Winter Park, on Lake Virginia, and accessible by auto or rail, is Rollins College, the oldest institution of higher learning in Florida. A fitting sketch of it is elsewhere given.

A public need which has been urged for years by the best men and women of Orlando probably received a favorable response in November, 1921, when Capt. Charles L. Albertson, once inspector of police in New York City and who had recently become a resident of Orange County, made an offer to supply his Florida home city with $75,000 worth of books, provided Orlando would erect an appropriate library building in a year from the time he offered his collection. Captain Albertson had spent forty years in collecting the 12,000 volumes which he proposes to donate and which mainly refer to American historical subjects. The City of Orlando on its part was to issue bonds to cover the cost of the proposed site, at Central and Rosalind avenues, and the construction of the building, which is estimated at from $50,000 to $75,000. The institution was to be known as the Albertson Library. Those who first cooperated in the establishment of the enterprise were the mayor of the city, the chairman of the Library Committee of the Chamber of Commerce and Captain Albertson himself.

Fraternal and Social Organizations

Orlando's fraternal and social life is in keeping with all her other modern activities. The Masons have their chapter, council, commandery and Shriner's Club. The Benevolent and Protective Order of Elks is outwardly represented by a $50,000 club house overlooking Eola Lake, and the Knights of Pythias, Woodmen of the World, Red Men, Moose and other fraternities have their various bodies. There is also a strong
Rotary Club, and the patriotic bodies include an Orlando Post of the American Legion, the Grand Army of the Republic and United Confederate Veterans.

On the strictly social side, the women are much in evidence. The Rosalind Club is old and exclusive and many distinctive social affairs are featured in its elegant club house overlooking Eola Park and lake. The Sorosis Club maintains a library of its own and during the winter offers many programs and teas. The Woman's Civic League, the Equal Suffrage League, the Professional and Business Woman's Club, the United Daughters of the Confederacy, the Daughters of the American Revolution, the Woman's Relief Corps, the Eclectic Club and many card and social clubs tend to coordinate the interests of the sex in Orlando, whatever their tastes, callings or family traditions, and make them happy and contented.

The amusements offered to the public are varied and up-to-date. Besides the customary playhouses, Orlando has an aviation field, an annual water carnival on Lake Eola, winter band concerts, a Chautauqua of a week, a Spring Musical Festival, wrestling and boxing exhibitions before the Business Men's Athletic Club, and an annual Subtropical Midwinter Fair and Exposition, with notable displays of fruits, stock, poultry, machinery, automobiles, art and general products of the shop and field. The exposition is a miniature of the varied and broad activities of the city and the county, while the horse races, the Midway and other special attractions provide pleasure and merriment for thousands.

All the varied influences of education, social activities and recreation are supplemented by the elevating spirit of religious forces; and no one need go far afield for such sustenance, it matters not what his religion. Among the leading churches are the First Methodist, St. Luke's Cathedral (Episcopal), St. James Catholic, Presbyterian and First Baptist.

ORLANDO'S PROSPERITY BASED ON THE SOIL

The bulk of Orlando's prosperity as a commercial and industrial mart is directly based upon the natural products of the country of which it is the center and distributing point. The Standard Growers Exchange has its home office in the city, and a faint idea of what that means to Orlando may be conveyed by a simple statement of figures which demonstrates the scope of its business. It owns and operates twenty-two packing houses and sheds, and conducts a business representing $2,500,000 worth of orange groves and truck farms in Florida and $250,000 worth of peach orchards in Georgia and Tennessee. The exchange handles annually 1,500,000 boxes of citrus fruit, 1,000,000 crates of vegetables and 1,000,000 boxes of peaches and cantaloupes. It employs 700 salesmen and laborers.

The Orange County Citrus Sub-Exchange is affiliated with the Florida Citrus Exchange, which has a membership of 5,000 Florida growers. The local organization, with headquarters at Orlando, handles 600,000 boxes of citrus fruit annually.

There are twelve packing houses in Orlando, in which the most modern machinery known to the industry is used. All the fruit is thoroughly washed, scrubbed, dried, assorted, wrapped and packed; then it is cooled in a refrigerating room and loaded into refrigerated cars for shipment. Many fruit buyers from the large eastern and northern cities make Orlando their headquarters during the winter months, buying from among the packers or the growers direct. Contrary to the idea prevalent among the people of the North, who are not in the business, the citrus fruits are ripe when picked and packed, there being a strict law against putting unripe fruit on the market.

The local consumer of the good things of the soil has a chance to buy them direct from the producer through Orlando's curb market, which displays fresh fruits, vegetables and other yields of the orchards and
truck farms. While on the subject of vegetables, mention should be made of one of the best truck gardening sections of Florida around South Lake Apopka, a few miles west of Orlando. There is the ideal locality to raise lettuce, cucumbers, peppers and other specialized truck crops. Other fine truck lands are distributed around the city in other directions, and local authorities estimate that 25,000 acres of valuable lands for that purpose are yet undeveloped.

By far the largest industry for Orlando has citrus fruits for its raw material. The Eatsum Products Corporation, capitalized at $3,000,000 and with an annual output of $20,000,000, manufactures grapefruit preserves, juice and peel; orange preserves, butter and juice, orange and grapefruit marmalade, guava jellies and preserves, and roselle jelly and jam.

Other leading industries of the city include the Curry & Smith Cigar Factory, said to be the largest plant of the kind between Jacksonville and Tampa; the Atlas Manufacturing Company, which turns out complete window frames, the plant of which is claimed to be the only one of its kind in the United States, and the manufactories of Chero-Cola and Magruder's liming. The Yowell-Drew Department Store leads the business houses of Orlando. It occupies a handsome five-story building and transacts an annual business amounting to $750,000. The Rosalind Gardens and the Buckeye Nurseries represent large transactions in plants and trees.

The Banks

Orlando has long since outgrown its First National and State banks of the early '90s. The large commerce and local industries and business of today require the facilities of the following four banks, with combined average deposits of between $9,000,000 and $10,000,000: State Bank of Orlando & Trust Company, Orlando Bank & Trust Company, First National Bank of Orlando and the Bank of Orange and Trust Company. The banks in other centers of population within the country add $2,000,000 or $3,000,000 to the total of deposits registered by the Orlando institutions. It is stated officially that within the past three years over ten million dollars passed through the banks of Orlando in fruit drafts in one season, which speaks eloquently for the importance of citrus fruits as a wealth producer.

All the strong points of Orlando—and they are many—are well set forth by such "live wires" as its Board of Trade, its county agent, the State Automobile Association, its fruit exchanges, its newspapers and by its enthusiastic citizens en masse. In the journalistic field, the city is represented by the Sentinel, of which W. M. Glenn is editor (also serving as one of the editors of this history), and W. C. Essington, business manager, and the Reporter-Star, published and edited by the Brossier Brothers (R. Bazile and J. Clement). The latter, issued as an afternoon paper, is the elder of the two dailies, having been founded as the Orlando Reporter in 1876 and later merged with the Star. The Brossier Brothers (twins) have been owners and editors of the paper since 1915. The Morning Sentinel was founded in 1913, and has been controlled by Messrs. Glenn and Essington since 1914.

Winter Park and Rollins College

Outside of Orlando, the chief center of population in Orange County is Winter Park, the seat of Rollins College. In the very center of the beautiful lake region and the orange belt of the state, the village itself is a pink of neatness, freshness and color, enlivened and perfumed by a wealth of semi-tropical plants and flowers. Its streets are nicely paved, its homes tastefully built and set in beautiful grounds, and with its mild equitable climate, it is inevitable that many families should be attracted
to Winter Park as a resort. The influence of Rollins College, with its large student body, also tends to elevate the standard of the residents and maintain a considerable permanent population. The hotels of the place are especially comfortable and attractive.

ROLLINS COLLEGE

It is said of Florida that she is one of the oldest yet one of the youngest states in the Union. This is true because her intensive development has covered a comparatively short period of years and is just now at its height. Thirty-six years ago Florida did not offer educational opportunities of a high grade. There were no colleges, no high schools and her elementary institutions were forced to carry the burden of educating the masses. But the spirit of the "new settler," which has worked such wonders in nearly every section of the state, began in earnest at that time and one of the first steps taken toward placing Florida on a basis equal to that of her sister states was connected with the founding of Rollins College—the oldest institution of higher learning in the state—in the year 1885.

As is so often true of the founding of colleges, the establishment of Rollins was closely related to the beginning of the village which is its home, and inspired by the ideals and vision of its pioneers. In 1881 Loring A. Chase, of Chicago, and Oliver E. Chapman, of Canton, Mass., purchased a tract of 600 acres of land bordering Lakes Virginia, Osceola and Maitland. In February, 1885, the Legislature of Florida granted a charter to the Winter Park Land Company, the officers of which were F. W. Lyman, of Minneapolis, president; Franklin Fairbanks, of St. Johnsbury, Vermont, vice president; F. G. Webster, of Boston, Massachusetts, treasurer; and Loring A. Chase, secretary. These men with A. W. Rollins and W. C. Comstock, both of Chicago, and Judge J. F. Welbourne, of Winter Park, constituted the Board of Directors of the company.

Thus the town of Winter Park was formed on the main line of the Atlantic Coast Line Railway, 142 miles south of Jacksonville and ninety-six miles northeast of Tampa, within four miles of the City of Orlando. Located on the "Florida Heights," it has from the first enjoyed the purest air, direct from the ocean or gulf, and impregnated with the odors of the pine. Designed by its founders to be a center of cultural influence, Winter Park soon attracted both for permanent residence and as a winter resort, many intelligent and cultivated people. Such was the genesis of Winter Park, the "community congenial," unique in its ideals, fortunate in its founders and happy in its history.

In such a group of people, spontaneous spiritual generation would soon produce the thought of providing proper educational advantages. Mr. Lyman is credited, however, with first giving expression to the founding of a college. Dr. E. P. Hooker, a former president of Middlebury College, who "preached an eloquent sermon in the Town Hall on January 15, 1884," joined Mr. Lyman in earnestly urging the building of a college. At some time prior to April 18th of that year, a Congregational Church had been organized with Doctor Hooker as its first pastor. The General Congregational Association of Florida met with this, its youngest church, on April 18-20. At this meeting the question of organizing a college was discussed and it was unanimously voted to establish a "first class college in Florida," following the example of the Congregationalists of Connecticut in founding Yale University, and of those in Ohio in founding Oberlin College. The citizens of Winter Park at once joined in the movement and made a generous gift of $125,000 in stocks, bonds, land, etc. Of this amount, Alonzo W. Rollins donated $50,000 in recognition of which gift, the college was named Rollins.

When word came that the association had taken action, the Winter Park church bells were rung to announce the good news. The same
evening the home of F. W. Lyman was thrown open and the people
gathered to rejoice over the good news and to pay honor to Mr. Rollins.
Before the end of April, the committee appointed by the association to
secure legal incorporation of the college, had met at Sanford and drafted
a constitution and by-laws naming officers and trustees. Doctor Hooker
was appointed president of the college. The officers of the Board of
Trustees were as follows: President, F. W. Lyman; vice president,
Rev. C. M. Bingham; treasurer, A. W. Rollins; auditor, Dr. N. Barrows;
and secretary, Rev. S. D. Smith. Doctor Hooker, having assumed the
duties of the presidency, soon went north seeking new friends and money
for the college. He presently reported that F. B. Knowles, of Worcester,
Massachusetts, had promised to bear the cost of erecting a building
which should contain the chapel and recitation rooms. A beautiful tract
of ten acres of land bordering Lake Virginia was included in the original
offer of money and property made the college, and it was decided to
erect the buildings there. During the summer of 1885, under the superin­
tendence of George A. Rollins, a brother of the founder, work was
begun on the construction of Knowles Hall and plans were made for the
erection of two other buildings to be used as dormitories. The total
estimated cost of these three buildings was $25,000.

On November 4, 1885, the opening exercises of the first college term
were held in the audience room of the Congregational Church, the address
being given by the Rev. S. F. Gale, of Jacksonville, secretary and treas­
urer of the General Congregational Association of Florida. Knowles
Hall was dedicated in March, 1886. The address of the occasion was
made by the Hon. A. J. Russell, state superintendent of schools. An
appeal was made for money to pay the cost of furnishing rooms in the
dormitory for women, and, in a few minutes, more than two thousand
dollars was subscribed for that purpose. Upon the completion of this
subscription, a note was read from Mr. Knowles offering to meet the
entire expense of the erection of the much-needed dormitory for men.
The college, so well received, continued to flourish and make substantial
progress until it has reached the fine proportions of the present day.

The campus at present consists of twenty-five acres bordering Lake
Virginia, well shaded by pines and oaks and said by many to be one of
the most beautiful college locations in the country. There are seven
principal buildings:

Carnegie Hall, erected in 1908, containing the library, the offices of
administration, and several class rooms, was the gift of Andrew Carnegie,
and is a handsome white brick building with red tile roof.

Pinehurst Cottage, a three-story structure, is the home of the Con­
servatory of Music.

Chase Hall, erected in 1909, is a commodious, attractive and well­
appointed dormitory for men. It is the gift of the late Loring A. Chase.

Lyman Gymnasium, the gift of F. A. Lyman, is well equipped with
running track and the usual apparatus.

Lakeside Cottage, another three-story structure, provides accommo­
dations for thirty-four men.

New Knowles Hall, the largest building on the campus, which replaces
the hall first erected, which was destroyed by fire in 1909, contains the
The chapel will seat 350 persons and is equipped with a pipe organ and
two grand pianos. The museum contains much valuable material for the
study of geology and biology. The hall is the gift, largely, of Mrs.
F. B. Knowles, in memory of her husband.

Cloverleaf Cottage, a three-story dormitory for young women, and
Sparrell Cottage, a smaller dormitory for women, complete the accommo­
dations for students. The Commons is a modern structure which
replaced the older building which was destroyed by fire in 1918. Besides
these buildings there are a pumping plant, art studio, and boathouse.
Two fraternities and one sorority maintain houses adjoining the campus.
From the beginning, the administration of Rollins has formed its policy identical to that of the small, Christian College. Its aim is, not to extend the boundaries of human knowledge, nor to train expert investigators, nor to fit for professional life, but to breed in the young men and women who come to it a Christian character and a fine and liberal culture which will make them worthy and happy citizens at once of the American republic and of the Kingdom of Heaven. The usual courses leading to the A. B. and B. S. degrees are offered. Two special departments—music and business administration—have been highly developed in connection with the courses in arts and science.

The out-of-door life of the institution has been a determining factor in its development. Enjoying the advantages of an equable climate and possessing the opportunities for water sports, this combination has become the outstanding feature of the student life. In order to encourage the water sports on Lake Virginia the United States Navy Department has loaned the college several thousand dollars' worth of boats and sailing apparatus. The college owns a fleet of war and small canoes, and a sea-wall borders the water course on Lake Virginia.

Rollins is supported by the income from an endowment fund and by gifts from friends. Although there is no organic relation between the college and any church, it is officially endorsed both by the Congregational Education Society and by the General Board of Education of the Presbyterian Church, U. S. A. The purpose of the college as taken from the Constitution, reads: "To maintain an institution of Christian learning; to promote the general interests of education; to qualify its students to engage in the learned professions or other employments of society, and to discharge honorably and usefully the duties of life."

The government of the college is vested in a Board of Trustees which is a self-perpetuating body, the only qualification for membership being that three-fourths of its members shall be members of some evangelical church or churches.

It has been found that 69 per cent of the 3,000 alumni of Rollins reside in states other than Florida. This together with the fact that at least one-half of her students come from the North and West has made Rollins more of a national college than a Florida institution. Among her alumni who have made names for themselves may be mentioned: Dr. Raymond M. Alden, professor of English in Stanford University; Louis W. Austin, great physicist of the United States Bureau of Standards; Rex Beach, famous novelist; Lieut.-Col. Morgan L. Brett, U. S. A.; Dr. Eugene C. Caldwell, noted professor of Hebrew; Stewart Crawford, political writer for New York papers, and Fritz Frank, editor of Iron Age.

On the Board of Trustees are men well known throughout the country. Dr. George Morgan Ward, formerly president of Wells College in New York, served Rollins as president for many years and in such position added many thousands of dollars to her endowment. He is now president emeritus of the institution. Dr. Robert J. Sprague, noted author and professor of economics, occupies the acting presidency. Irving Bacheller, famous author, is a member of the Board of Trustees, as is Louis Boisot, well known law author of Chicago.

OTHER TOWNS OUTSIDE OF ORLANDO

About three miles north of Winter Park is the pretty little town of Maitland, in which is located one of the largest citrus-packing houses in the state.

To the south of Orlando, on the Atlantic Coast Line, are Conway, Pine Castle and Taft, situated in a section rich in farms, orange groves and cattle pastures. The little village of Taft is notably thrifty among the rural communities of the county. Just south of it are the lands of
CITRUS CULTURE IN ORANGE COUNTY
Three Stages of Grove
the Taft Estates, which are being rapidly developed along the lines of community farming.

Along the shores and south of Lake Apopka is the star section of the county in the production of vegetables and citrus fruits, and, as a result of such prosperity, the live towns of Oakland, Winter Garden and Tildenville have been founded. A short distance south, on the eastern shores of Lake Johns, is the golf course of the West Orange Country Club. Then a few miles northeast of Lake Apopka are Apopka and Zellwood, on the Seaboard Air Line and in the cattle raising district of the county. There also is a good country for the raising of corn and hay as livestock feed.

THE CROPS AND LIVESTOCK OF ORANGE COUNTY

The fountain-head of agricultural information for Orange County is C. D. Kime, its agricultural agent, and mostly through the literature supplied by him the following general information is conveyed: The geographical position, varying topography and distribution of a variety of fertile soils of Orange County give it a peculiar place among the agricultural counties of the state. Its central location, chain of lakes, soil, varying from high, rolling, to low, heavy truck soils, favor five important agricultural industries, viz., citrus-fruit growing, general farming, livestock raising, truck farming and dairying.

Orlando enjoys the distinction of being the center of one of the leading counties of the state in the production of citrus fruits. The very best of all varieties of oranges, grapefruit, and tangerines are produced in Orange County. The citrus fruit industry of the county has had a remarkable growth during the past few years, and, undoubtedly, during the 1919-20 season, 3,000 acres were set to citrus fruits. Over one hundred and twenty-five thousand acres of excellent citrus soil remains to be developed. The section has natural protection, being in a chain of 1,500 lakes. Developments of groves are being made by the best citrus-fruit growers and business men of the county. These men are making citrus-fruit growing a permanent, profitable business as well as a pleasure.

In addition to citrus-fruit growing and in sections where citrus fruits are not grown, general farm crops are raised in abundance. Corn and hay to feed the farm stock is grown in every nook and corner of the county. Twenty-one different kinds of hay and forage crops are raised. Sugar cane, Japanese cane, cowpeas, velvet beans, rye, oats, rape, rice, peanuts, cassava, sweet potatoes, Irish potatoes and numerous other farm crops are grown. Tractors and all kinds of modern farm implements are in use in the groves and on the farms. More than one hundred thousand acres of this type of soil await development.

Many northern dairymen are amazed when they walk into one of the modern dairy barns near Orlando and see the boys carting corn ensilage, as fine as ever grew on an Illinois farm, from the twin silos at one end of the barn, giving to each Jersey, Guernsey and Holstein her portion, while a modern milking machine is taking toll of as much as seven gallons per cow. This is the place where the dairy cow seems at home. Silo construction in Orange County leads the state. Corn produces as high as fifteen tons of ensilage per acre; Japanese cane as much as sixty-five tons per acre. Sorghum and other crops are grown for ensilage. An effort is being made to place two milch cows on every farm in the county. Plenty of room here for the dairy industry to expand—150,000 acres not touched.

It is difficult for the Northern farmer to appreciate the peculiar advantages of Florida in enabling him to work at the most pleasing time of the year. He may spend his summers at the seaside, which is but a comparatively short distance, and yet be able always to produce two good crops annually, and sometimes even three.

With an abundance of general farm crops growing, livestock naturally works into the system. A few of either Durocs, Poland Chinas, Berk-
shires or Hampshires, are seen on every well managed general farm. On some farms the numbers run into hundreds. Aberdeen-Angus and Herefords are crowding the native cattle off the ranches. The Texas fever tick will soon be a relic of the past. Hog cholera is no longer feared under present control measures. To the man who is partial to the raising of hogs, Orange County offers advantages seldom found elsewhere. The industry is only in its infancy. More than one hundred thousand acres are waiting for the livestock men.

Orlando is the headquarters of the poultry industry of the state. The Central Florida Poultry and Pet Stock Association meets here monthly. Poultry raising has already become a permanent industry of this section, and is claiming the interest of the best talent and business ability of the country. This is one of the most dependable sources of an immediate cash income, and requires but a small investment. The loss from disease is small. Fruit growers are anxious to have chickens raised in their citrus groves.

It appears from the census figures of January 1, 1920, that on that day Orange County had 1,003 farms, which were being operated by 1,013 whites and eighty colored persons. Of the farmers mentioned 1,052 were owners and managers and only forty-one tenants. The improved land comprised 70,572 acres of the 242,443 classified as "farm lands," and the estimated value of the farms and improvements was $14,898,903.

There were 435,662 orange trees in the county, which produced nearly eight hundred thousand boxes and 62,604 grapefruit trees which yielded more than one hundred and fifty-five thousand boxes of fruit. The other principal crops were 2,861 tons of hay cut from 2,859 acres, and 56,563 bushels of corn harvested from 3,525 acres.

Cattle and swine form the chief sources of wealth among the livestock of the county. There are about thirteen thousand of the former and 8,000 of the latter.

Albeit these figures would not loom against the agricultural statistics representing the products of some of the counties of the North and the West, they are an encouraging indication that this section of the state is making a step in the right direction toward diversified industries, even of the soil. The great bonanza of Central Florida will lie for many years in her citrus crops, but the time is not far away when truck farming,
dairying, poultry raising and the development of the livestock interests will add immensely to her wealth and progress; and as no county in the state is more representative of that section than Orange, it will be favored with a large share of the wealth and the progress which are on the way.
CHAPTER XXVI

POLK COUNTY—ITS CITIES AND TOWNS

Polk County is one of the grandest and most striking political divisions in the state; for, besides being the fourth in area, being exceeded only by Palm Beach, Dade and Lee, it covers group after group of the charming interior lakes of Florida, is in the very center of its richest orange belt, gathers within its borders an interlacing network of two great railroad systems of the state, and also has, within its limits, two of the growing and enterprising cities of the commonwealth and a number of other brisk villages and towns. With its area of 1,967 square miles and its population of 38,661—fifth of the counties in that regard—Polk County is finely representative of the peninsula domain of Southern Florida.

The natural features of Polk County are pronounced, especially as regards its lakes and rivers, the waters of which are drained into the Gulf of Mexico. Nearly one-fifth of the surface is water, in lakes of every conceivable size and shape, from Lake Kissimmee, eighteen miles long, to little pools, or savannahs. The Kissimmee River, here mainly a succession of lakes, is navigable to the gulf, through Lake Okeechobee and the Caloosahatchee River. Peace River is navigable for small boats to Fort Meade, and ultimately falls into Charlotte Harbor, or the Gulf of Mexico. Its tributaries, with those of the Alafia and Withlacoochee rivers, drain a wide region in the southern and western part of the county.

The prevailing soil is sandy and sandy loam, and the usual variety of high and low hammock, and the three grades of pine land, are well distributed throughout the county. The northern portion is high rolling land, the bluffs rising sharply from the lake shores sometimes as much as sixty feet. These afford an endless number of excellent building sites, with the somewhat unusual advantage in Florida, of a decided elevation. This fact has had much to do with the rapid development of that section of the county as a region both of healthful and permanent homes and as a resort for tourists, sportsmen and winter residents. Toward the south, the land is more level and prairies are more frequent. It is in the middle lake region, which contains a majority of the five or six hundred lakes and ponds which have made Polk County famous that so many thousand acres of its lands gently slope toward the shores of these charming bodies of water bearing on their bosom the richly laden groves of grape fruit, oranges and tangerines.

Within the same zone containing Lakeland, the largest city, and Bartow, the county seat, lie the great phosphate deposits, which for the past thirty years have so added to the commercial standing of Florida which was first established as a producer and shipper of citrus fruits. In many sections of the county stand many thousand acres (nearly forty thousand) of pine, cypress and other hardwoods, from which are drawn stores of turpentine and rosin and raw material for the lumber mills and the manufacture of millions of crates, boxes and other containers for the citrus wealth of the county. These industries have been large factors in the development of the cities, villages and the rural districts.

General History

The oldest point in Polk County is Fort Meade. It was named after Lieut. George G. Meade, its first commander, who participated in the
Second Seminole war of 1835-42. He was also an officer in the Mexican war, and, as is well known, in the Civil war commanded the Army of the Potomac. The famous Indian treaty was signed at Fort Meade which made Peace River the dividing line between the Seminole country and the territory of the whites. Capt. Thomas J. Jackson was in command at Fort Meade in 1852, and it is said while there wrote his acceptance of the professorship of Military Science which had been offered him by the Virginia Military Institute. Captain Jackson, in the Civil war, was the famous Confederate general, “Stonewall” Jackson. Fort Meade, like other military centers of the South and West, had its share of young commanders who afterward became better known in the Mexican war, and famous in the Civil war.

The advantages offered by the country for cattle raising became evident to many of the Indian fighters who scoured the land for lurking Seminoles, or met them bravely face to face, during the Seven Years’ war. Some settlers had even located in the vicinity of what is now Lake-land during that period (1837) and afterward became prominent in the Seminole campaigns prior to 1842. “Of their exploits, little is known,” says Rosalind T. Martin, in the Lakeland Weekly Advertiser, “but some of them left their traces in a more definite degree upon local history—Lake Boney being named for David W. Boney, Lake Parker, for Streety Parker, and Lake Hollingsworth, for an Indian fighter by that name.

Polk County was created by legislative enactment shortly before the outbreak of the Civil war, February 8, 1861. It was taken from the territory of Brevard County. Its boundaries were changed in 1871 and 1879, when Polk County assumed substantially its present area and form. The only change since the latter year was the annexation of the southeast corner of Pasco County since 1890.

In 1870, when the first Federal census was taken, Polk County had a population of 3,169; in 1880, 3,181; in 1890, 7,905; 1900, 12,472; 1910, 24,148; 1920, 38,661.

**Railroads Invade the County**

The Civil war drained many of the early settlers from that section of Florida, the Fort Meade, the Lakeland and the Bartow districts being “hard hit.” After the war, the ex-soldiers commenced to return and became homesteaders. Both Lakeland and Bartow were again placed on the map, but did not appear to have been planted there permanently until the South Florida, a subsidiary of the Florida Southern, commenced to extend its system into the southern peninsula by way of Sanford, Orlando and Kissimmee. The next natural and logical steps on the way to Tampa were to Lakeland and Bartow. Under the charter of the Jacksonville, Tampa & Key West Company, a narrow-gauge railroad was constructed, in 1882, from Bartow Junction to Tampa, a similar line having been built from Kissimmee to Bartow Junction, with a link from Bartow to the junction. The road was opened to Tampa February 6, 1883. Thus a line was completed from Sanford to Tampa, 124 miles, and the connection between Sanford and the Jacksonville terminus of the Savannah, Florida & Western line was made by the People’s Line of Steamers, comprising good passenger and freight boats operated by the Plant Investment Company of New York. In 1884, the South Florida Railway Company also constructed a narrow-gauge line from Bartow to Pemberton Ferry, eighty-seven miles, where the Florida Southern crossed the Withlacoochee River. This made a continuous line from Dupont, Georgia, through Gainesville, Ocala and Lakeland, to Punta Gorda, on the southern shores of Charlotte Harbor, or the gulf coast. It was then known as the Pemberton Ferry Branch of the South Florida Railway, and its other stations in Polk County were Kathleen, Griffin's Mill, Haskell and Bartow. In 1889, the South Florida constructed the Phosphoria branch into the pebble phosphate district of Polk County.
Although the phosphate rock deposits along Peace Creek had been mined in commercial quantities since the previous year, the pebble phosphate was first uncovered in Marion County during 1889, and the mines of the latter variety were not opened in the Bartow region until 1890. The first shipments were made in 1891. The discovery and development of the phosphate beds in Polk County proved to be one of its greatest stimulants to growth.

In 1892, the Florida Southern Railroad Company was reorganized under the management of Henry B. Plant and others, and was absorbed by the Atlantic Coast Line, or the Plant system.

In 1900, the Florida Central & Peninsular Railroad, which, with its predecessors, had constructed various lines of railroads southward as far as Wildwood and Tavares and beyond Orlando, to the east, was absorbed by a syndicate of capitalists and became part of the Seaboard Air Line. A number of years afterward, the line was extended south and east into Polk County and has nearly penetrated to its southeastern borders. The old Phosphoria branch of the South Florida Road is now a part of the Seaboard Air Line, which has also spurs to Tancrede, Juneau, Royster mine and other phosphate workings. Mulberry, a little village of nearly one thousand five hundred people, on the main county line of the road, is the primary shipping point for the phosphate field of Polk County.

Citrus Fruits in Polk County

After all that has been said, one reverts to the basic fact of Polk County’s prosperity—the wonderful production of her citrus fruits whether gauged by quantity or quality. St. Augustine was the head-center of the first orange belt in Florida, which extended along the St. Johns River. The first great freeze of 1835 drove the thoughts of orange growers toward the more southern country, and as the Indian River region developed down toward New Smyrna, and horticulturists also penetrated and settled in the interior, groves were set out in the balmiest sections of the territory. The freeze of 1835 stamped out some of the varieties originally imported by the Spanish from the Mediterranean countries, but they were later replaced by growers of a more southern belt and a later time.

Some of the first citrus groves in Middle Florida were planted by the pioneer settlers of Polk County, in 1850, and a few of them are still in lusty bearing. Even before the first railroad was built into the county, in 1883-84, the fruit was produced in sufficient quantities to justify hauling it fifty to seventy-five miles to Tampa, in wagons laboriously pulled across the sandy trails by oxen. From Tampa it was then shipped by boat to St. Marks, the railroad town, or to the other gulf ports of Apalachicola or Pensacola.

The industry rapidly expanded with the better transportation facilities and the consequent growth of markets. The increase in acreage planted from 1890 to 1895 was large. Then came the most severe freeze experienced for sixty years, and Florida growers were almost paralyzed for a dozen years. Observation and reflection, however, convinced the citrus men of Polk County that the freeze of 1895 had made less permanent havoc in their groves than in most other sections of the belt. From about 1910, therefore, the plantings have increased from year to year until in 1920 the county was shipping about three-fifths of the grapefruit sent out of Florida. To be strictly accurate, according to the statistics of the State Agricultural Department, of the 1,150,348 trees in Florida bearing that variety of fruit, Polk County was credited with 450,000, and of the 3,056,302 crates produced throughout the state, the home county filled 1,750,000. All the grapefruit crop of Florida was valued at $5,368,621, and the quota of Polk County alone was $3,662,500.

In her orange crop, Polk was only exceeded by Orange County in the
entire state. Of the $19,672,909 at which the crop was valued, Polk County’s share was $3,504,000.

It is estimated by experts that the plantings in Polk County for the past ten years have been about fifty per cent grapefruit, twenty-five per cent Valencia oranges, ten per cent pineapple and other early oranges, and ten per cent tangerines. The equipment throughout the county is complete for the packing and shipping of the fruit. Some of the packing houses are owned by the growers and others by private companies, and they are so well distributed that it is almost impossible for anyone to own a citrus grove that is not near a good packing house.

The importance of Polk County as a citrus-fruit section is being recognized in many ways, and in none more strikingly than that it has a branch of the Experiment Station of the United States Agricultural Department. A county agricultural demonstration agent is also maintained for the purpose of assisting in raising better fruit and giving expert advice to newcomers as to the proper methods of caring for groves and cultivating them to the best advantage.

**THE TRUCK CROPS**

Polk County has a large area admirably adapted to the growing of such truck as cabbage and lettuce and such fruit as watermelons and strawberries. The weather and all other conditions favor the cultivation of head lettuce and cabbage. In raising the latter, it is said that the cabbage worm is hardly considered, so seldom does it appear. The 1,200 acres devoted to cabbages in Polk County produced 132,000 crates, in 1920, valued at $165,000, and the lettuce raised from seventy-five acres filled 73,350 crates and brought $110,025 to the trucksters. There were only two counties in the state which had a better record. Polk stood first as a watermelon county. During the year it raised 666 carloads from the 2,000 acres devoted to that crop. Strawberries are also a valuable crop. In 1920, the production of 500,000 quarts was valued at $150,000, and there was only one county in Florida—Hillsborough—which made a better showing. Tender crops, such as beans, and tomatoes, cannot be safely grown in Polk County, but when they are planted early in the spring after cabbage and lettuce, they produce good yields. If one does not wish to follow the winter vegetables with others, he can plant corn, sweet potatoes, rice or velvet beans.

The growth of the agricultural interests of Polk County within the past few years is illustrated by the figures published by the State Agricultural Department. They indicate that its lands in actual cultivation have increased from 6,878 acres in 1913, to 19,294, in 1920. The total area of farm lands is estimated at 204,492, of which 65,000 is improved.

**LIVESTOCK INTERESTS**

The livestock industry in Polk County has only commenced to come into its own and to develop its latent possibilities, within the past few years. Owing to the vast acres of land held for future mining by the large phosphate companies, as well as the thousands of acres of undeveloped lands in the citrus and farming regions, which await the coming of the husbandman and have never been fenced, the stockman of the past has depended on the open range. But the history of stock raising in Florida, as well as elsewhere, has proven that the best results have never been obtained on the open range system. The stockmen of today are building silos, growing feed, and helping their stock to keep in a thrifty growing condition the year round.

The State Agricultural Department reports that in 1920 the livestock in Polk County was valued at more than four million five hundred thousand dollars. Only DeSoto County exceeded it in cattle value. The 131,076 stock cattle of native breeds in Polk County were valued at
$3,226,650. Its dairy cows yielded 475,362 gallons of milk, which brought to the dairymen, $237,681. The grazing lands of Polk County are peculiarly adapted to the raising of hardy horses and mules. Water is abundant and the climate is mild, yet stimulating. In the promotion of these branches of livestock, it stands third in the list of Florida counties. Its 3,186 horses are valued at $289,720, and its 4,794 mules, at $500,720.

As to poultry, which may be listed as small livestock, Polk County is also third among the counties of the state. Its 175,000 fowl, valued at $162,500, laid 400,000 dozen eggs which realized $200,000. Rather good profits on the investment! Figures do talk, when applied to hens, horses, mules or cattle.

**Polk County Phosphate Field**

Since the recovery of the phosphate industry from the depression caused by the World's war, the most marked increase in production has been in the pebble phosphate field, of which Polk County is the center. Within its limits are a dozen active operating companies which have invested more than nineteen million dollars in their mining properties. The number of men employed directly in the mines is between 3,000 and 4,000, representing an annual payroll of between $4,000,000 and $5,000,000.

The phosphate field of Polk County is of interest to scientists, as well as to practical men. Many fossils of such land animals as mastodon, horses and land turtles are found in the mines. Marine fossils have also been uncovered, including crocodile teeth, vertebrae and bones, indicating the abundant existence of these forms of life in the shallow water in which the land-pebble phosphates were accumulated. The fish remains include teeth of shark and ray, the former being extremely abundant.

**Sports and Recreations**

No resident of Polk County can be wedded to all work and no play, and thereby be made a dull boy. Farming and raising livestock and fruits and vegetables have their places in the economy of its life, but the country of lakes and hills and fields and groves of oranges and grapefruit is too beautiful not to be enjoyed as well as drained of its material riches. The motorist must bowl over its 300 miles of highways, and the golfer finds his improved courses at Lakeland Highlands and Bartow, at Florence Villa, at Mountain Lake and Lake Easy. There are baseball, basketball and football games in season; the bass, perch and bream leap to the hook from the waters of several hundred sunny lakes, and the huntsman, in the open season, may bag either quails and rabbits, or turkey, deer and an occasional bear in the sparsely settled districts of the north. The visitor who is looking for more passive enjoyment need look no farther than a continuous trip of a hundred delightful miles through a chain of the county's lakes. Canoes and small boats, with expert guides, are also available for the more adventurous.

**Fine Road System**

But whether covering Polk County for business or pleasure, one of its finest features is plainly evident; it has a splendid system of good roads. It is difficult to realize that its elaboration has progressed only for a period of about eight years. The history of that movement is well told by A. J. Holworthy in the Florida Motorist. He says: "The real movement for good roads for Polk County began in June, 1914, when a bunch of live men from all over the county got together at the county seat and decided to organize an association which should have for its ultimate object the carrying of a bond issue large enough to give Polk County a county-wide system of hard-surfaced roads, and to further that object
an association was formed which ultimately had nearly five hundred members, among them the most prominent and influential taxpayers in the county. A great many meetings were held, many different kinds of road material and construction carefully studied in different parts of the state, battles with county commissioners, and a thorough campaign of education carried on all over the county, resulting in a clear, well-defined and business-like proposition being laid before the county commissioners after two years' hard work on the part of this association. The plan included a road system which is best expressed in the campaign slogan of the organization: 'A road from every town in Polk County to every other town.'

"A monster petition was secured asking for the call of an election for the employment of engineers to make a survey, prepare plans and specifications and select the best materials for the same; also that bids be advertised and three bond trustees appointed. The engineering work alone consumed four months, during which time five quarter-mile demonstration pieces of asphalt road were laid in different parts of the county. While the surveys and other engineering details were being secured the Good Roads Association made a personal canvass of the qualified voters using an index card system through its committees. This was thoroughly worked, checked and rechecked, by each committee, until it showed that sixty-five per cent of the qualified voters of the county were in favor of the proposition, and would vote for the bond issue when the election was called. The engineer's report was submitted, revised, and upon completion showed a grand total of 217 miles of roads, which, to be built of asphalt, would cost the immense sum of $1,500,000, exceeding by $500,000 the largest amount ever voted by a county in the South."

An energetic and finely organized campaign ensued, which resulted in the carrying of the bond issue by a vote of three to one. An interesting feature of the actual building of the system as planned is that the plan was carried out without any material increase in taxes, and most of the additional burden to taxpayers was caused by the fact that the commissioners decided to build through the incorporated towns, which were unable to float a bond issue for their own paving. The cost of this is refunded by the county annually by that portion of the road tax coming back to the incorporated towns.

Following the beginning of work upon the county-wide system of highways, certain sections of the county which desired additional roads to care for traffic within their own borders and to afford connections between their main arteries, formed special road and bridge districts of their own and voted additional funds for that purpose. The Winter Haven district expended $325,000 on a series of roads in that section which gave access from the Dixie Highway to various portions of that beautiful country of fresh-water lakes and orange and grapefruit groves. Adding the amounts thus far expended to those covering expenditures in progress, Polk County has appropriated approximately $2,250,000 for road building, and its entire system closely approaches 340 miles of asphalt-surfaced roads. The main highways through the county between the principal points are sixteen feet in width. Connecting and interlacing with them are the minor highways, with a nine-foot asphalt surface and clay shoulders.

The last official booklet issued by the county commissioners thus describes the road system of Polk County as developed up to date: Polk County lies in the path of travel from the northern portion of the state to Fort Myers and the lower west coast to Tampa, Clearwater, St. Petersburg and that section of the west coast. The western section of the Dixie Highway which passes through Orlando and Kissimmee enters Polk County some eight miles west of the latter point, and about two miles east of the milltown of Loughman, Polk County. Thence it travels in a southwesterly direction, passing through Davenport, Haines City, Lucerne Park, Florence Villa, Winter Haven and Eagle Lake, to Bartow, the county seat. From Bartow this road runs almost due south, through
Homeland and Fort Meade, to Bowling Green. East of Loughman it connects with the northern portion of the route over the brick-paved roads of Osceola County. At Bowling Green, the southern extremity of Polk County, it connects with the paved road system of DeSoto County to the south. It is a sixteen-foot asphalt thoroughfare where it passes through Polk County.

At Haines City, the Lee and Jackson Highway, a sixteen-foot road, branches from this portion of the Dixie Highway and strikes almost due west toward Tampa, passing through Lake Alfred, Auburndale and the mill-town of Carters, traversing the streets of the beautiful City of Lakeland, the largest town in Polk County. Some six miles west of Lakeland it connects with the paved road system of Hillsborough County to the west, which gives direct access to Tampa and the West coast.

From Haines City, leading almost directly southward, the Scenic Highlands Highway branches off, giving access to Lake Hamilton, Dundee, Waverly, Lake Wales, Crooked Lake and Frostproof. From Frostproof the road leads again almost directly south to form a connection with the highways in this section of DeSoto County, leading to Avon Park and Sebring. From Lakeland nine-foot asphalt roads lead both north and south from the Lee and Jackson Highway. To the north, the road leads from Kathleen and Socrum in the northwestern end of Polk County. A new road is projected from this point to the border line of Pasco County. Southward from Lakeland a nine-foot asphalt road leads past Lakeland Highlands, through Medulla and the phosphate center of Mulberry, to Bradley Junction and Chicora in the southern portion of the county. Between Chicora, in the southwest portion of the county, and Frostproof, in the southeast portion, connection is had by means of a nine-foot asphalt road which crosses the Dixie Highway at Fort Meade. From Lakeland, in a southeasterly direction, runs a sixteen-foot asphalt road for fourteen and a half miles to Bartow, the county seat. Branching off the Lee and Jackson Highway at Lakeland, this road connects with the Dixie Highway in Bartow, and makes the principal avenue of travel from the lower West Coast, as reached through Polk County, to the Tampa district. This road, together with that portion of the Dixie Highway in Polk County, forms a gigantic Y centered upon the county, with Bartow at the point where the three angles meet.

From Lake Wales, on the Scenic Highlands Highway, a nine-foot asphalt road runs almost directly west through Bartow, where it crosses the Dixie Highway to Mulberry and traverses the north and south road artery in the west section of the county; thence in a northwesterly direction to connect with the Hillsborough County highway system near Coronet, in that county, giving connection through Plant City with Tampa and that portion of the west coast.

Between her fine system of highways and her railroads, Polk County cannot ask for more thorough and intimate connections with all parts of Florida than she now enjoys.

Lumber and Naval Stores

The 40,000 acres of wooded land which still remain to Polk County mean an important source of wealth, both potential and actual. It is estimated that her saw mills cut some 60,000,000 feet of lumber annually and bring to the industry $1,500,000. The manufacture of crates as containers for citrus fruits is one of the county's leading industries. The value of this output, $800,000, mainly from the factories of Lakeland and Bartow, may well be understood when the fact is known that to pack the annual crops of grapefruit and oranges in Polk County requires 2,500,000 crates. Other fruits, as well as vegetables, also add to the demand for wooden packages.

Naval stores add $300,000 worth of turpentine and $375,000 of rosin to the money value of the forest industries; when the sale of ties for rail-
roads and bridges is also included, a conservative estimate of the annual income realized from these sources is $3,000,000.

**City of Lakeland**

The settlement of Lakeland, which was born simultaneously with the coming of the Atlantic Coast Line, in 1884, was the child of A. G. Munn and his associates as “The Lakeland Improvement Company.” It had a narrow escape, as a little colony of English settlers had already located about two miles east. How it all came about is thus described in a sketch by Rosalind T. Martin, from which an extract has been incorporated in the first part of this chapter. “In the early ’80s,’ she says, ‘this section began to make more definite progress, and it is mostly due to the hand which Abraham G. Munn, of Louisville, took in the proceeding. Mr. Munn, who was a far-seeing, wise and philanthropic man, purchased, in 1881, several thousand acres in the State of Louisiana from the Trustees of Internal Improvement. In 1882, his son, Morris G. Munn, was sent to Florida to grade this land, owned by the father.

“Morris G. Munn was, at that time, a resident of DeLand, Florida. In order to get to Polk County, he took a boat to Jacksonville, and thence traveled south by railroad to Cedar Keys. From Cedar Keys he took a vessel to Tampa, where the ship anchored seven miles out in the bay, and was transferred to the foot of Franklin Street on a launch called “J. A. Hostetter.” From Tampa he traveled with the Star Route Government mail carrier to Bartow, the mail being at that time carried in a one-horse buggy. Arriving in Bartow, Mr. Munn, with the assistance of the county surveyor, located and graded his father’s land in Polk County. The eighty acres, which comprise what is known as the Munn survey, the heart and center of Lakeland, were laid off and plotted by Samuel M. Munn, a civil engineer and another son of Abraham G. Munn.

“In the year 1884, the railroad finally reached Lakeland and in order to induce the company to stop the trains here instead of at Acton, two miles east, where there was a considerable colony of English settlers, Abraham G. Munn gave to the railroad company a 100-foot right-of-way through the Munn Survey, six or seven acres of land for yards and terminals, and built, at his own expense, a fine and commodious station on the present site of our passenger depot.”

The first railroad through Polk County, then called the “South Florida Railroad,” was built by the late Plant interests, then known as the “Plant Investment Company.” It was built under a charter which was known as the “Jacksonville, Tampa and Key West.” It was finished, (that is to say the rails were joined and the locomotives which had been working from both ends, “kissed” cow-catchers, and blew their whistles in signal of the completion) about six miles east of where Lakeland now stands, on the 23rd day of January, 1884. Had they delayed completion until after the 25th, they would have forfeited a land grant of 5,000 acres per mile for the entire length of the road, or sixty-seven miles, from Kissimmee to Tampa. H. J. Drane was one of the completion party, having his own construction camp at the present site of Lakeland.

In February, 1884, the Munns incorporated the Lakeland Improvement Society, and in the same year a postoffice was established. Previously the nearest postoffice was at Medulla, about five miles to the south. With the coming of the railroad, the postoffice and other happenings, the little settlement, backed by the Lakeland Improvement Company asked for incorporation as a town, and Judge Epps Tucker drew up a charter which met the requirements of the law and on the first of the new year, 1885, was approved by the local voters to the number of twenty-seven. The first municipal officers were: John W. Trammell (father of the present United States Senator, Park Trammell); W. B. Bonacher, Robert Bryant, Epps Tucker, Sr., F. R. Green, W. B. Clough, John D. Torrence
and E. W. Tony, councilmen. Mr. Green, son of the councilman was chosen clerk and treasurer and George Newell, marshal and collector. Mayor Trammell held his honors but three weeks, when he resigned and the councilmen appointed J. D. Torrence to fill the unexpired term. Ben Parks also soon succeeded George Newell as marshal.

Mayor Torrence was a civil engineer by profession. He purchased the site of Roselawn cemetery, plotted the land as a community burying ground and was himself the first person to be buried there.

Lot A, Block 18, of the Munn Survey, was the first lot sold in Lakeland after it became a town. It was bought by Capt. W. B. Bonacher, who erected upon it the first store of any pretensions in the place.

In the laying out of Lakeland, the streets were systematically named. The avenues running north and south were named for the states, sixteen of which are thus represented. The thoroughfare (streets) south of the railroad, running east and west, were named for the citrus trees, while those north of the railroad were named for fruit and forest trees indiscriminately.

**The All Saints Episcopal Church**

The All Saints Episcopal Church has a history which really antedates that of Lakeland itself; for it originated in the little village of Acton which was founded before Lakeland. That settlement, about two miles east, between Lakes Boney and Parker, was composed almost entirely of settlers from Great Britain. The village was named after the English Lord Acton. As the majority of the settlers were English, they decided to establish an Episcopal church. Sufficient funds were finally collected to erect a building, and the princess of Wales, later the queen of England, donated some of the altar furnishings. About 1888-89, the colony at Acton dispersed, being unable to meet the competition of Lakeland, and as the Episcopalians at the larger place had no regular structure of their own, the church at Acton was moved to the site of the elegant structure of today. Thus, indirectly the history of All Saints Church, of Lakeland, is connected with the early days of Acton, the deserted village.

The first church organization, however, to have a home was the Presbyterian, and the meeting house, over which Rev. C. E. Jones presided, was on the site of the wooden church of which Doctor Stacy is pastor, (since sold and now occupied by brick business block).

With the growth of Lakeland to the dimensions of a city of more than 7,000 permanent residents¹ (7,062, census of 1920), her religious privileges have kept pace with her public improvements and residential development. The Baptists, Methodists, Episcopalians, Presbyterians, Christians, Lutherans, Catholics and Christian Scientists, all maintain growing organizations. If figures are required—the Lakeland churches number twenty-two, thirteen supported by white residents, and nine by colored.

Southern College, under the auspices of the Methodist Episcopal Church, has recently completed the first unit of its plant within the city limits. This unit has cost probably $250,000 and upon the entire plant, when completed, will be expended $1,000,000. The unit is already occupied by 400 students.

**Public Schools of the County**

Lakeland is also well equipped to meet the educational needs of its citizens. Its two handsome school buildings are conveniently located at opposite sections of the city. The actual attendance of pupils is about 3,000. There are also a number of private institutions of high grade.

¹ Lakeland has, October 20, 1922, a population of more than 10,000, with nearly 3,000 school children in school.
All the schools of the county are under the jurisdiction of the County Board of Public Instruction and its chief executive officer, the county superintendent. Polk County is divided into three districts for administrative purposes, with headquarters at Lakeland, Bartow and Fort Meade.

The senior high schools (state accredited) are at Lakeland, Bartow (Summerlin Institute), Mulberry and Winter Haven. There are also an intermediate high school at Lake Wales, and a junior high school at Frostproof. The state standard schools are at Brewster, Homeland, Davenport, Haines City and Eagle Lake. All these schools are equipped with complete laboratories and excellent libraries, especially the Bartow school, the Carnegie library being less than twenty-five yards from the campus.

The latest obtainable facts as to the status of the public school system in Polk County is furnished by the county superintendent of public instruction, John A. Moore. He states that there are eighteen large modern brick buildings, all containing auditoriums, with seating capacity varying from 250 to 1,500. However, owing to the continued growth of Polk County, and the enforcement of the compulsory attendance law, more buildings are required. New buildings are contemplated for Crooked Lake, Lakeland, Winter Haven, Mulberry, Fort Meade and other places. All the buildings contain airy class rooms and special care has been taken as to light and ventilation. Not all the rural buildings are modern, but are in good condition generally. Only a few of the negro schools are provided with suitable buildings or desks. Most of them are using churches, halls or any kind of make-shift not at all suitable for teaching purposes. If, under the compulsory law they are forced to attend school, suitable buildings and equipment should be provided (says the superintendent).

Nearly the entire area of Polk County is embraced in special tax school districts. There are fifty-five of such districts in the county and of the ninety-two schools (seventy-one white and twenty-one colored), eighty-three are embraced in districts. The total revenue for all districts in 1920 was $96,784.37. There are sixteen bonded districts in the county with a total of twenty-four issues, amounting to $329,500, practically all of which was expended for new sites, new buildings and equipment.

**The Lakeland of Today**

Situated at one of the highest elevations of central Florida, Lakeland is a beautifully mounted gem of the interior cities. It is a thriving and rapidly growing city of wide and clean streets, abundantly shaded, with a productive surrounding country of orange groves, truck farms (a star strawberry section), and phosphate mines. With Bartow, the county seat, farther to the south, it is the center of the fine highway system which has made Polk County famous.

As Lakeland was founded by the Atlantic Coast Line, so has it been largely sustained in the continuance of a considerable permanent population by the establishment and expansion of the large foundry and machine shops required thereby that great system. The city is a division point, with five lines of road diverging and radiating at that place. The pay roll of the Atlantic Coast Line at Lakeland is the means of distributing nearly $100,000 monthly through the various local avenues of business and trade. Four lumber and manufacturing plants, several large fruit packing houses, an extensive canning and preserving factory and several miscellaneous industries also make the handsome city hum and grow.

**Banks and Newspapers**

The condition of these institutions is always an index of the progressive life of a community; in the case of Lakeland, their standard is high.
Its four banks are capitalized at about $600,000, of which the Polk County Trust Company is credited with one-half. The capital of the First National, Central State and State Bank of Lakeland is given at $100,000 each.

Lakeland’s three newspapers are all of comparatively recent origin. The Telegram, the oldest, is an evening publication, its weekly edition being founded in 1900 and the daily, in 1911; editor and proprietor, Harry L. Brown. The Advertiser, published by Royle B. Child was established in 1914, and the Star, the morning newspaper, was first issued in May of the following year and is owned and conducted by Lynn W. Bloom. The Telegram and Star have recently consolidated as “The Star-Telegram” a morning paper, the Advertiser is an afternoon paper.

Lakeland’s Public Library owes its existence, as is the case with the great majority of such institutions in Florida, to the efforts of the Woman’s Club. It is said that the first home of that elevating association of women was a warehouse, later a building used as a drug store and still later a small structure formerly occupied as a bank near the site of the present First National.

PUBLIC UTILITIES

First in this list is the light and water plant, which is municipally owned and, besides lighting the city streets, pays a good return on the investment. It is a modern plant, recently enlarged by the addition of $150,000 worth of new machinery. The water supply is drawn from deep wells. The ice supply is provided by a local company, and is manufactured from distilled water also pumped from a deep well.

SPORTS AND AMUSEMENTS

Some of the most beautiful of the lakes of Polk County are directly tributary to Lakeland, with its ready means of access to the picturesque country adjacent, and the fishing grounds and boating and bathing sports of the near country. Probably there is no more creditable development of an out-of-door paradise for sportsmen and lovers of natural and artificial beauties than that which has been progressing for a decade at Lakeland Highlands. That tract of 6,000 acres, in the heart of the triangle formed by the towns of Lakeland, Bartow and Mulberry, comprises rolling hill lands dotted with lakes, and checkered with large groves of grapefruit and oranges. In the very center of this charming and commercial property is a fine golf course, with the inevitable country club house and all its implied comforts and elegancies. Thus are the sportsmanlike and esthetic tastes and the substantial income from the superb citrus crops of the Highland brought into such close connection that the development is founded upon a rock.

BARTOW, THE COUNTY SEAT

The history and development of Bartow run along parallel lines with those of Lakeland. It was nothing but an uncertain settlement until the Atlantic Coast Line came in 1884, and its central position when the present limits of Polk County were defined in 1879 made its choice as the county seat permanent. The Federal census of 1920 gives it a population of 4,203. It has the usual stability of the county seat of a prosperous county, and this is especially true as it is the headquarters of the agricultural and publicity agent, with his manifold and important duties and connections. It is also the home of Polk County’s Canning Club and its demonstration agent, as well as of a flourishing Board of Trade. The massive home of all the official activities of the county is a $100,000 court house.

Many of Bartow’s most noteworthy public improvements have oc-
curred since the Sea Board Air Line made its extensions through the county, from east to west, in 1913. Its electric light and water plant, owned and operated by the municipality, represents an outlay of $100,000. The water supply is drawn from an artesian well, 726 feet deep. In 1915, the Carnegie Library, with about 15,000 volumes, was completed, and in the fall of 1918, a very creditable Federal building.

Bartow has been incorporated for about forty years. On December 13, 1921, its citizens voted to adopt the commission form of government, and in the spring of the following year it was organized. For its size, its city hall of three stories is striking. The $250,000 expended on the pavements of Bartow's streets have given the city a pleasing and substantial appearance.

Bartow has two banks, the Polk County National and the State Bank of Bartow, and a newspaper, the Polk County Record (founded in 1902). Its educational facilities are ample, for besides the senior high school at the county seat, known as the Summerlin Institute, with its attendance in all grades of 820, there is the Union Academy, a well conducted private school. Churches and schools are naturally associated as higher agencies; and Bartow is specially fortunate in the substantial support which is given to its religious organizations. There are eight churches attended by white people and six, by colored. Perhaps the strongest denominations are the Baptist, Presbyterian, Episcopal, Methodist, Roman Catholic, Congregational and Christian.

**Fort Meade and Winter Haven**

As stated, Fort Meade was the oldest settled point in the county. It is the east end of the modern town, which was incorporated October 25, 1900. Previous to that time, for a number of years, the settlement had been the home of orange growers, native cattlemen and tradesmen. In 1900, it had only about 400 people, and at the time of incorporation about 1,000.

The phosphate district around Fort Meade commenced to develop quite rapidly about that time; so much so that in 1913-14 the Seaboard Air Line threw out spurs into the territory, and the growth of the mines which followed the increase in their facilities to market their products, gave a decided impetus to Fort Meade. The Charleston mines adjoined the city on the northwest; those at Pembroke station were only three miles north; those at Tiger Bay, on the Atlantic Coast line, were three miles west and the Jane Jay development were a little farther south. What is known as the Bone Valley district of the Atlantic Coast system has its terminus at Fort Meade, and although the city was the center of a wonderful Fossil district it advanced apace. The city also lay in the heart of an old, but still very productive region of orange and grapefruit groves, and it was inevitable that the immediate territory tributary to it should look to the city for its financial accommodations.

Fort Meade is on the Dixie highway, which traverses the county north and south, and is also on the only road crossing it directly east and west. The latter highway taps the center of the best orange section of the county, centering in Frostproof, and at its western extremity traverses the heart of the phosphate mining district. These advantages make it possible for the business men of Fort Meade to share all the benefits of large mine payrolls, and at the same time own groves which they can personally superintend. This combination is the secret of the city's growth, within little more than a decade, from a crude rural town without a brick building in its bounds to a substantially constructed place of more than 2,000 people.

The First State Bank of Fort Meade is, by force of all these circumstances, one of the strongest financial institutions of the county. The local newspaper, the Leader, was founded in 1910, the year after municipal incorporation.
Fort Meade has a noticeably good electric plant, which furnishes both light and power. It has thirty mercantile establishments, three orange packing houses, bottling works, an ice and ice cream factory, a crate factory, and the usual assortment of miscellaneous shops and stores. It has a good grammar and high school, and the churches and social organizations which round out a typical Florida city of progress and ambition.

Winter Haven, "the town of a Thousand Lakes," is not only the nucleus of the lake district but the geographical center of Polk County; and it is the hub of more than ninety-five miles of asphalt highways which spread out like spokes into a wonderful out-of-door region. The founder of the town, F. A. K. Harris, platted it in the winter of 1884-85, as a station on the Atlantic Coast Line, and the building which he erected then was store, hotel, residence and postoffice combined. Mr. Harris died on the 9th of June, 1920, and his wife and children still reside at Winter Haven. Winter Haven was incorporated on June 22, 1911, and W. E. Smith was elected its first mayor. In November of that year, an ordinance was passed establishing the water and light systems of the place, which are owned and operated by private individuals. In 1919, the two main streets of the city were paved with asphalt.

Winter Haven is now an attractive little city of some 1,600 people, with substantial business houses and attractive residences. During the tourist season of the winter months its population is much larger and its rooming and hotel accommodations are taxed to the limit. In fact, an elegant $250,000 hotel is nearing completion. Its senior high school building, housing also pupils of the grammar grades, has an attendance of nearly 800, of whom about 170 are high school scholars. A new building is under way to cost $42,000, with grounds covering fifteen acres. The principal religious organizations represent the Baptists, Methodists, Christians, Presbyterians, Episcopalians and Catholics, the first four mentioned having excellent buildings. There are three banks in Winter Haven, two national and one state, and one fine theater, the Grand. The people of this haven of rest and recreation, and solid comfort, are wide-awake and friendly, and this stimulating atmosphere is well represented by an enterprising Board of Trade and the local newspaper, the Florida Chief. The paper was established in 1911 and is conducted by an incorporated company. M. M. Lee is editor and publisher of the newspaper and president of the Florida Chief Publishing Company.

**Other Towns and Villages**

Mulberry is a mining town in the very thick of the phosphate district at the junction of the Atlantic Coast and Seaboard Air lines. It has good banking facilities and well-stocked stores, and claims a population of over 1,500.

Lake Wales, in the midst of the Scenic Highlands of Polk County and on the highway by that name, although less than ten years of age, is a progressive town of about 1,000 permanent residents—a clean, comely and business-like town, founded primarily on the large citrus production of the surrounding country, which has developed it in trade, commerce and industries. The village has two good banks, the Lake Wales State Bank and the new Citizens Bank. What is known as an intermediate high school furnishes thorough educational advantages in all public school grades, the average attendance of scholars being more than 250. The Methodists and Presbyterians have their own church buildings, while the Baptist and Christian organizations hold services in the Masonic Hall and Theatre building. The latter is owned by the Lake Wales Amusement Company, a corporation which materially assists to make it pleasant for the permanent or temporary sojourner. The Woman's Club has a large membership and is a strong promotional force of the place.

Lake Wales is supplied with light and power by the Florida Ice and
Power Company, and the local plant represents an expenditure of $500,000. The largest industry in town is represented by the warehouse of the Lake Wales Citrus Growers Association. During the 1920-21 season, 70,000 boxes of fruits were packed and shipped to northern markets. What may be termed a cooperative concern, although not under the same management, is the plant of the Consolidated Crate and Lumber Company, just outside the corporate limits. In its saw-mill, dry kiln and planing mill close to $1,000,000 has been invested, and, at full capacity, 12,000 fruit crates will be daily manufactured and 250 men employed. The worth of Lake Wales, as a residential, business and industrial community, is well and continuously told by a live board of trade and newspaper. The latter, the Lake Wales Highlander, was founded in 1916, and has been conducted since 1920 by J. E. Worthington.

Haines City stands on high land, at the rim of the lake region of Polk County, and is a sort of a gateway to the "ridge country" and the citrus belt. It is located at a triangle of three sections of the Atlantic Coast system and its means of transportation are therefore excellent. Haines City is one of the old places of the county. Its pioneer settlers were Dr. Addison W. Hitt and Frank J. Hinson, who pitched a tent on the present site of the town in 1884, when the railroad "came along." Doctor Hitt built the first house at the locality in 1886 and the Pine Grove Hotel, which burned soon, in 1887. Other buildings arose, but the trains on the new road would not stop at the little settlement. Then Doctor Hitt had a bright idea, and the place was named in honor of Gen. H. S. Haines, civil engineer for the South Florida Railroad, of which the doctor was made surgeon. The trains finally stopped at Haines City, although the place was almost deserted in 1888, when yellow fever appeared there.

Notwithstanding the advantages of its location, the growth of Haines City has been slow; perhaps more pronounced within the past five years than at any other distinct period. As an illustration: In 1918, the assessed valuation of all property in the place was $188,000, and there were sixty-three pupils in the local school. In 1921, the assessed valuation was $1,200,000, and there were more than 300 pupils in the schools—a new high school building having been erected during the year. The senior high school course is presented. The population of Haines City is now estimated at about 1,000. The town was incorporated on February 23, 1922. It has two banks, the State Bank of Haines City and the Growers Commercial; two lumber yards, two citrus fruit packing houses; two ice plants, representing an investment of $400,000; an artificial palm factory, fiber box manufacturing plant, insecticide manufacturing, a plant turning out fruit preserves, a turpentine still and numerous smaller manufacturing, as well as business houses of all kinds. A local Chamber of Commerce, and the Haines City Herald (founded in 1916; M. J. Lee, editor), keep the good traits of the town ever before the reading and thinking public.

Auburndale, Davenport, Frostproof and other little villages and stations have their varied interests, which all go to make up the healthful and progressive life of Polk County.
CHAPTER XXVII

VOLUSIA COUNTY

With its 1,281 square miles of territory, Volusia County is one of the large political divisions of the state. Lying between the upper St. Johns River and a chain of charming lakes and the balmy, yet refreshing region of the Central Florida coast of the Atlantic, there is no section of Florida which offers a greater variety of attractions, backed by substantial prosperity than the district under consideration. Hunters, fishermen, autoists, farmers, horticulturists, historians, invalids and strong men and women, are all interested and benefited by what they find in Volusia County. For the verification of such a broad and enthusiastic statement, the reader is invited to closely follow this narrative.

CHANGES IN AREA AND POPULATION

The county has not reached its present limits without passing through the usual experience of giving parts of its territory and taking from its neighbors, at the behest of the Legislative Council. Created in 1854, during the travails of Internal Improvement, the fifty property holders then within its borders had each secured 160 acres of land under the Armed Occupation act of 1842. Thus the first residents of the county were large land owners, although some of these potential estates were held by outsiders, “foreigners.” In 1855, old St. Lucie County was renamed Brevard, and Volusia received a portion of its territory. The first Federal census taken after the creation of the county, in 1860, shows its population as 1,158, and during the following decade there was little increase—the figures for 1870 being given at 1,723. In 1880, the population was 3,294, Brevard County, having added a portion of Volusia to its area. The succeeding decade felt the stimulating influences of railroad projection into the east coast regions of Florida and including, in a marked degree, the region of Volusia County. From 1880 to 1890, its population considerably more than doubled, having then reached 8,407.

RAILROAD EXTENSIONS

As early as 1876, the initial line of what afterward became known as the Plant System was chartered as the Gainesville, Ocala & Charlotte Harbor Railroad Company; but the land grant designed to carry along the enterprise to give Central and Southern Florida railroad connections with Northern Florida and the North, was tied up in litigation, and it was not until five years later that construction was begun under the auspices of the Florida Southern and the South Florida companies. Thus Palatka, Gainesville, Ocala, Leesburg, Sanford, Orlando and other leading centers of the interior were linked, with connections to the Gulf, and later the lines to the Atlantic Coast were pushed along. They were to be of more direct benefit to Volusia County. The Florida East Coast Railway, in the meantime, came down from the north. In 1886, it built a line from St. Augustine to Palatka, and it had already constructed a cross line from the trunk of the Atlantic Coast line to New Smyrna, under the name of the Blue Springs, Orange City and Atlantic Railroad. It was afterward reorganized as the Atlantic & Western. In the early '90s, Henry M. Flagler incorporated the Jacksonville, St. Augustine and
Indian River Company, and what has been known since 1896 as the Florida East Coast Company rapidly extended its system through Volusia County, into Brevard, until in the early part of 1893 it had reached Rockledge, beyond Titusville. The Florida East Coast system absorbed the Palatka & Indian River Railroad, in 1896, a line which had been built from Enterprise to Titusville. An offshoot from the main trunk of the East Coast system also passes through the southeastern part of Volusia County from New Smyrna.

Thus, the western portions of the county are accommodated by the Atlantic Coast Line, or the Plant system, and its eastern, central and southern sections by the Florida East Coast Railroad, or the Flagler system.

Since Volusia County obtained its intimate and thorough railroad connections through these systems of transportation, her increase in population, wealth and all else which makes for comfort and high living, has been stable and most commendable. The figures as to population contained in the decadal reports of the Federal census are as follows: 1900, 10,003; 1910, 16,510; 1920, 23,374.

**Offers to the Practical**

What has Volusia County to offer to practical men and women? A soil of remarkable fertility, as well as healthful and charming surroundings, both calculated to make individuals and families contented and happy. It is in both the orange and pecan belts. Oranges, lemons, and grapefruit thrive with proper care, and grapes and peaches are being cultivated with some success. Some of the finest orange groves in the state are flourishing in Volusia County, the fruit being notable both for its size, flavor and color. While on the subject of oranges, it is of interest to know that a venerable Chinese gentleman, who is the proprietor of an old and profitable grove near DeLand, is also the originator of a distinctive fruit known by his name—the Gim Gong orange. As it is well authenticated that the orange was originally introduced to Europe from China, the pride taken by Gim Gong in his achievement is justifiable. Cotton and corn are also becoming staple crops. Sorghum canes, of the hybrid variety, are being produced. Their rapid growth and prolific yield will go far toward solving the feed problem in raising cattle, hogs and poultry; and an excellent syrup is manufactured from the stalk. The sorghum crop is supplemented by many kinds of grasses, including the Rhodes, Natal and Bermuda stocks.

Aside from the citrus fruits of Volusia County, vegetables and garden truck of all kinds are perhaps finding most favor with men, women and juveniles. An expert claims that there are twenty-five kinds of vegetables and garden crops that are easily and profitably raised in that section. Both Irish and sweet potatoes of fine quality are produced.

Excellent land for trucking and gardening purposes lies along the St. Johns River, and such connected lakes as George, Dexters and Monroe. The same may be said of the Atlantic coast, although the “beaches” and winter resorts have sprung up so thickly in that strip of the county that the high prices for land which prevail have somewhat discouraged such lines of industry and enterprise. The raising of poultry and bee culture has been pursued with good results, usually as adjuncts to large agricultural occupations, but sometimes as the main business. At Enterprise, in the southwestern part of the county, is a chicken farm of 5,000 or 6,000 white leghorns which has an income of $1,500 monthly at certain seasons of the year.

The largest stock farms and cattle ranches are in the vicinity of DeLand, which is not only the most central shipping point in the county, but offers the advantages of accessibility to the advice and services of the experts of the Federal and county governments. They closely cooperate in furthering the interests of farmer and stockman. The county
agent gives his time largely to innoculating hogs and assisting the farmer to adapt himself and his crops to the requirements of Florida agriculture; the other expert encourages the production of the best grade of cattle and advises with the stockmen. Not long ago funds were provided for the elimination of the cattle tick, and freedom from quarantine is eventually promised.

Demonstrations are periodically held at DeLand by the Government and state horticultural, agricultural, stock and poultry experts, and all bulletins bearing on such subjects are on file in the office of the county demonstrator at DeLand for the benefit of the farmer and the stockman. The dairies of DeLand and vicinity, with their herds of Jerseys and Holsteins, their rich pastures and fine barns, are also useful object lessons for the agriculturists in this class. Other sections of the county have made equal progress, and some of the shorthorn herds of Volusia County would do credit to any cattle country in the United States. Hog raising is a most dependable branch of the live stock industry, and the hardy and fat Durocs and Duroc-Jerseys in the county are the best proofs of the statement. The raising of sheep and goats is being specialized in various localities. Southdown lambs and Angora goats apparently give the most satisfaction as meat and hair producers.

And so the rural development of Volusia County goes steadily on and, with the harvesting of its varied fruits of the soil, whether vegetable or animal, centers of population spring up, railroads and other highways are built for their distribution, banks are established for exchanging such natural products for other necessities of life, schools, churches and social organizations develop from the needs of men, women and their families, and beauty spots and health-giving agents are made available to this limited section of humanity. That is the tale, in outline, of every worth-while American community. Now to fill in the details for Volusia County, as to its development of community life.

DeLand, the County and University Seat

DeLand, the county seat, located in a high rolling country of pines, was destined from the first as a college or university city, and on account of its quiet and dignified atmosphere has long been accepted as the Athens of Florida. It has also been called the City of Oaks, and is one of the most uniformly and beautifully shaded towns in the country. Great credit is due the founders of DeLand for the early passage of an ordinance allowing each property holder a rebate on taxes for every tree planted on a line designated by the city surveyor. For many years, that privilege has been generally accepted by residents and, as the southern oak is admirably adapted to the locality, it now is massed along most of the main streets of the city.

Founder of City and University

DeLand, less than half a century old, is the child of Stetson University and the founder of that higher institution of Christian learning. In 1875, H. A. DeLand, of Fairport, New York, visited Florida on a sight-seeing and health-inspiring tour. He was charmed with the natural beauty and remarkable climate of the country along the streams and lakes of the upper St. Johns, as well as its great possibilities for citrus and agricultural developments, and he determined to found a city in the highlands of the lake region. Mr. DeLand’s settled plan was to establish a town which should be a social, educational and religious center, and, although he was a new comer, his personality so appealed to the little settlement that a public meeting was called and the place christened in his honor.

As the nucleus of his elevating efforts, DeLand academy was opened by Mr. DeLand in November, 1883, under the direct management of Dr.
J. H. Griffith; of Troy, New York. At that time there was no college, in the proper sense of the word, in Florida; nor, with one or two exceptions, any high school or academy in which a full preparation for college could be obtained. It was Mr. DeLand's intention that his academy should develop into a college or university, and in the summer of 1886, after the institution had been placed under the auspices of the Baptists of the state, the name was changed to DeLand Academy and College.

John B. Stetson Comes

By this time, it became evident to the founder of the academy and college that the enterprise was expanding beyond his financial means, and, fortunately, John B. Stetson, of Philadelphia, who had just come to DeLand, stepped into the breach as the very man who could, and did, complete the work so faithfully and wisely done by Mr. DeLand. The development of the university, which, since 1889, has been operated under the name of the John B. Stetson University, is described in the pages which follow this sketch.

DeLand of the Present

DeLand kept pace with the rapid and substantial development of the University, so that it is now a cleanly, nicely paved little city, with a permanent population of some 4,500, which is increased, probably one-third, during the tourist season. It has an average temperature of about seventy degrees; derives its water supply from deep artesian wells, free of sulphur, which is distributed by a city system of waterworks, and is the primary center of the food supply in this section. Fish and oysters fresh from their native waters, vegetables gathered from the neighborhood gardens, ripe fruit from the orchards of the vicinity, and all kinds of dairy supplies from near-by farms, make DeLand a desirable place of residence when solely judged by the inner man.

Besides the excellent advantages offered by the John B. Stetson University, DeLand has a finely organized and conducted union public school, which covers the eight years' work of the grammar grades and the regular high school course of four years. It is a state-accredited high school and graduates may enter any college or university of Florida. Twenty-two teachers are employed in all the grades, and the $77,000 brick building which houses these educational activities is worthy of the city.

The DeLand Free Library, which has recently doubled its capacity and greatly increased its collections, is open to the general public. As the 500 or 600 University students have access to the Sampson and the law libraries of that institution, the public library is relieved of what otherwise would be an unbearable congestion.

Another public institution which greatly appeals to the pride of the city is the DeLand Hospital. The handsome site on which it is being erected was the gift of Mr. and Mrs. George H. Smiley, of Minnewaska, New York, and given in honor of their son, Charles Edward Smiley, a victim of the World war. The building and equipments were financed by unsolicited contributions, to the amount of $32,000, from permanent and winter residents, as a memorial to the sons of DeLand who so freely gave their services to the country in the late international tragedy.

DeLand is well favored with churches, among the leading denominations represented by handsome buildings and substantial congregations being the Northern Methodists, Baptists (First Church), Presbyterians (First Church) and Roman Catholics (St. Peters).

If any one locality in the city were to be selected as the center and architectural index of DeLand's civic spirit it is the Commercial Club building at the corner of West New York and Florida avenues. The club stands for material and moral progress, and every good movement has
its sanction, if it be not the originator of it. Its billiard room, bowling alley, smoking and reading rooms adorned with some of Fluhart's (H. D.) masterpieces, indicate that recreation has also a part in its propaganda. The Commercial Club building is tourists' headquarters, and its spacious verandas and lounging room are adapted to bridge and informal gatherings, while an entire floor is devoted to a handsome ballroom. In the secretary's office is maintained an extensive information bureau. The DeLand Motor Club and Woman's Club are also housed in the building.

The large auditorium in the Commercial Club building is the means of bringing many conventions to DeLand. Its hotels, including the comfortable and beautiful College Arms and Putnam Hotel, are unexcelled in Florida for a place of its size, and its many attractions and amusements, both within and without the city, also bring many gatherings to its hospitable doors. Within a recent period, have met in DeLand, the Florida State Press Association, State Horticultural Society, State Teachers Association, State Osteopathic Association, State Federation of Women's Clubs, American Poultry Association of Florida, State Medical Association, Florida Baptist Assembly, State Automobile Association and the Winter School of Missions.

The new Federal building on West Indiana Avenue is another evidence of the growth of DeLand.

The park commission of DeLand is developing two fine parks, one to the west and south of the Commercial Club building and the other west of the municipal building. A children's playground is also in process of improvement in a beautiful grove on Howry Avenue. But the grand center of parking attractions and accommodations is at the intersection of South Florida and Walts avenues. Auto Park, is an elaborate resting place for the free use of motorists, situated in a mammoth grove of pines. Residents of DeLand and visitors to her cool and shaded resorts are provided with refined amusements by such organizations as the DeLand Concert Band, the Opera House and the Commercial Club. In compliment to numerous winter guests, the club gives a series of free concerts and entertainments. The Stetson University schools of oratory, music and fine arts also furnish delightful entertainments and provide
HISTORY OF FLORIDA

exhibits of the masters to round out the reputation of DeLand as the Athens of Florida.

There is under construction the St. Johns Scenic Highway, with a hard-surfaced road running north from DeLand to Palatka, a mileage of approximately sixty miles. From DeLand to Eustis, thirty-six miles, the first six are brick, the following eight miles asphalt and the remaining twenty-two miles, sand-clay. DeLand is on the Dixie Highway, with shell and brick road to Sanford. From DeLand to Daytona, twenty-two miles, thence to Jacksonville, the road is cement. The entire distance from DeLand to New Smyrna, twenty-two miles, is shell road.

Thus one enters DeLand from the four points of the compass over Florida’s best cement-grouted brick roads. Over $1,000,000 has been spent in Volusia County for good roads during the past two years alone. Several hundred thousands in bonds have been voted and sold, and this amount, augmented by state funds and Federal Road Aid as provided by the Bankhead amendment, will build many additional miles of hard-surfaced roads, still further increasing the reputation of this section for fine roads.

DeLand is accessible by automobile over three important highways: Jacksonville-Tampa, Lake City-Tampa and Jacksonville-Miami. One compound of joys for Florida motorists is the Volusia County Million Dollar Triangle Drive, and includes, as its chief points, DeLand, Daytona and New Smyrna. Besides many miles of brick road, DeLand has scores of attractive shell-road drives through residential and suburban properties. An enjoyable program is to first negotiate the superb grass-putting golf links (an eighteen-hole course), on East New York Avenue, where Jim Barnes made the championship record of 1918, and thence strike the St. Johns River, or some of the near-by lakes northwest or southeast of DeLand, for bass fishing, or the hunting of deer, turkey, duck, quail and snipe. Motor boats and yachts, expert guides and full equipment, are at hand whatever the desires or destination of the tourist.

Just outside the western limits of DeLand is the stately and picturesque homestead of the late John B. Stetson, with its ornate grounds and artistically designed buildings and its hundreds of acres of orange groves.

TOWNS OF WESTERN VOLUSIA COUNTY

But the great and constant attraction in the immediate vicinity of DeLand is the wonderful gush of mineral waters from the high rolling country eight miles north of the city famous for some years as DeLeon Springs. Their invigorating and medicinal qualities would almost have satisfied the Spanish cavalier and adventurer in his search for the fountain of perpetual youth. Pouring from the earth at the rate of more than a million gallons per hour, the waters are collected into a large swimming basin 250 feet in diameter in which young and old disport themselves with equal joy and vigor. The average temperature of the water is seventy-five degrees. DeLeon Springs have created one of the best known winter resorts of Florida. The site is buried in orange and tangerine groves and sub-tropical foliage, and fishing and hunting grounds are everywhere. In addition to the natural beauties of DeLeon Springs and the surrounding country, there is a quaint old sugar mill, built several hundred years ago of brick imported from Spain. Connected with it is a large water wheel. The old and the young, nature and history, meet with charming results at DeLeon Springs.

Between DeLand and DeLeon Springs, on the Atlantic Coast Line, is the finely shaded little town of Glenwood, with Bond’s Mills as its chief local support, and citrus groves and nurseries ‘round about. Above the Springs, on the same railroad, are Barberville, with a large trade in naval stores; Pierson, also in the rich citrus belt, with its packing house and the center of large truck and field crops, and Seville, a neat little town which chiefly flourishes upon its production of fine Irish potatoes.
These brisk rural communities which have naturally been established as shipping points for products in which the county excels are proofs of the remarkable diversity of her agricultural wealth.

A few miles south of DeLand, at Orange City Junction, the Florida East Coast projects its first cross line in southern Volusia County toward the Atlantic, at New Smyrna. Orange City itself, a short distance to the east, is another center of citrus fruits, although there is much general farming in the neighborhood. A visitor who lately was there writes: “There is much more of Orange City than is visible from the main highway, which bisects the town. To the west about two miles is another of Volusia County’s famous springs—Blue Springs. Where the waters from this spring enter the St. Johns, there are a dock and warehouse, for this is one of the stopping places of the river boats. The river meanders around in all sorts of angles here; also, it is said that the world’s biggest bass make this place a regular habitat.”

Lake Helen, four or five miles east of Orange City on the cross line to New Smyrna, is one of the growing villages of the county. Besides being the producer and shipper of citrus fruits in considerable quantities,
NEW SMYRNA AND OLD ST. AUGUSTINE

In the eastern part of Volusia County near the Atlantic coast is New Smyrna, a charming little city of more than 3,000 people, not only the center of a fertile and picturesque region, but the leading railroad town in Eastern Florida south of Jacksonville. With all of its up-to-date atmosphere, it is one of the most romantic historical centers of the state; which is saying much indeed, in face of the fact that Florida is teeming with the romance of history.

Briefly, certain scholars and students who have had access to the originals and the Lowrie translations of the Spanish records and reports of the sixteenth century, have claimed, both from the descriptions of the voyages of that period and their notations of latitude that Old St. Augustine was founded several months before the present city of that name, and that it was planted upon the site of the New Smyrna of today. Within late years much light has been thrown up upon the Menendez expedition, which captured Fort Caroline (changed by the Spaniards to San Mateo), through the research and translations of the Spanish archives at Seville by Miss A. M. Brooks and Mrs. Annie Averette.

Besides the numerous records of latitude contained in these old reports, the two chief features along the coast south of the present site of New Smyrna and leading to its location, are Cape Canaveral, which juts into the ocean like an arrow head (between Titusville and Rockledge) and which was the popular landmark for which the early Spanish explorers headed from the Bahamas; and the Turtle Mound of sea shells which stood out from the coast farther north, ten miles south of what is now New Smyrna. Cape Canaveral, Brevard County, is in latitude 28° 27' north; New Smyrna, 29° 1', and Mosquito Inlet, which leads from the ocean, to the junction with the North Indian and Halifax rivers.

In the spring of 1521, Ponce de Leon appears to have sailed along that portion of the Florida coast and to have been attacked by Indians at a locality corresponding to the Mosquito Inlet, and it is thought that the river which he called the De la Cruz, and on the shores of which he set up a cross, was the Indian River of today. Ribault, the Frenchman, forty-one years later, according to the recorded landfall of his little fleet, struck the Florida coast a short distance north of New Smyrna, and still sailing northward took possession of the country, at several localities, by erecting columns in the name of the king of France. Two years after-
ward came a Spanish military expedition to obliterate all evidences of French claims; followed Laudonniere, Ribault's companion in the same year (1564) and built Fort Caroline on a site marked by his former captain on the bank of the River of May. Laudonniere's colonists mutinied, the leader was displaced by Ribault, Fort Caroline and the colony were crushed by Menendez, the Spaniard, who founded what some of the Florida historians designate as Old St. Augustine. That was in September, 1565.

John Y. Detwiler of New Smyrna, is the leading champion of the claim of his home town to be older than the St. Augustine of today. He has gone into the matter very exhaustively in a paper read before the Fellowship Club of that city, on January 18, 1917, and after giving an account of the establishment of St. Augustine by Menendez, says: "Its ancient site can no longer be determined, but it is known to have been such that it did not command the entrance to the harbor, could not be discovered from the sea, and was much exposed to the attacks of the Indians. When in May of the following year (1566) the settlement was moved to a more advantageous position, the first location received the name of Old St. Augustine from the Spaniards." It is impossible, in the pages of this history to go into the details of the discussion as to whether New Smyrna is the site of the first St. Augustine.

The remains of the old stone fort and the Spanish mission, the former within the limits of New Smyrna and the latter a short distance beyond, are evidences of early Spanish occupancy. The circumstantial evidence of records of latitude found in old Spanish documents must be taken with some allowance, considering the crudeness of the mariners' instruments of the sixteenth century, in identifying the localities of today.

Most of the coast region of Volusia County, with New Smyrna as its center, is packed with archaeological shell mounds and other evidences of primitive occupancy. It is known that in that section and extending westward to the St. Johns River was a nation of Indians of large stature, and that when the Spanish and French first visited the region a leading village, called Caparaca, which stood on the site of New Smyrna, marked the dividing line between two of their chief tribes. The village afterward became Surruque el Viejo, according to the statement of Henry H. Read, the well-known author of "Waterways of Florida," who makes the following interesting extension of his subject: "Shoreline evidences now existing along the North Indian River from Mosquito and the Haulover to Port Orange, including Turtle Mound (on the eastern bank of the river) and other shell mounds on the western bank between Turtle Mound and the old Stone House just south of Strickland bay (Spruce creek) establishes a belief that the stratus of oyster shells, camp fire ashes, with decayed vegetation which occasionally appears (sandwiched in every few feet) must have been formed through lapse of time, possibly between extinct and inextinct habitations on these shores, and the height of those shell mounds (Turtle Mound being fifty feet, and some others forty feet) must have covered a period of several centuries.

"Out of those oyster shell mounds there have recently been extracted skeletons in a perfectly preserved state, but after a few minutes exposure to the air they disintegrate even to the skull. Scientists state that the perfect condition of the skeletons is caused from carbonic acids in the earth, produced from the mixture of oyster shells and the action of filtered water has caused this condition, rather than to have made a hardening process and fossil strata; however, such is the fact of disintegration. Some of the skeletons so unearthed had skulls measuring over seven and a half inches, square jaws and large foreheads, and some of the skeletons were seven feet in length.

"The region, especially from Port Orange to Mosquito Lagoon, and particularly in the district along the North Indian river, from New Smyrna to Turtle Mound, was no doubt a great natural oyster bed, and those aborigines must have been great lovers of oysters. It is evident
from the stratus that campfire ashes indicated the fires upon which oysters were roasted, and, too, they may have eaten them raw.

"The implements uncovered are stone arrow heads and large stone pieces the size of a small axe. The recent excavations of these shell mounds (started some ten years ago) have been slow in progress; the lack of time on the part of the owners (being engaged in money-making pursuits) has retarded the work once begun. However, the owner of some land adjoining a public house on the river front in the heart of the town of New Smyrna, commenced, a few years ago, to clear a piece of his property, and in doing so, within three hundred feet north of this old hotel, he encountered an old sunken shell mound. It was known that there was a mound on this property, but no one had ever been sufficiently interested to suggest an excavation of it. After the removal of about twenty-five feet of the shell there appeared evidence of a stone foundation and upon going down to the level of the land within about two hundred feet from the original mound, the stone foundation proved to be quite extensive, covering an area of some two hundred feet square. When the openings were partly dug out, the rock compartments proved to be the foundation of an old fort. These foundations are about twenty-five feet above the land beyond a radius of 300 feet and are a point directly in range down the river to the mouth at Mosquito inlet.

"It is a wonder to the author that a committee has not been formed out of the present citizens of New Smyrna to employ workmen to dig away the shell of the mound that partly covers a considerable portion of the remains of this old foundation. If the compartments were removed of shell and the front masonry work exposed, there might be some evidence shown to prove when this fort foundation was laid down and built.

"There is no record in New Smyrna that would lead to a building date of this fortification, any more than that there is a record of the building of an old mission, the massive and extensive walls of which are now standing in a jungle, within about four miles west of the old fort. * * *

"Florida, from the years 1600 to 1700, was spare of colonization and development. The savages having gained an upper hand over the colonists, started out the first of the century by massacring the missionaries. The Indian villages of Talomato and Topquini, back of St. Augustine, and the village of Timiquis, near New Smyrna, were, however, subdued and the missionaries continued to arrive at St. Augustine. In 1605 Pedro de Yabarra was governor. Between 1600 and 1638 there was a population in St. Augustine of about 300. Missions were built in the outlying districts—some of them were large and imposing and housed as many as fifty priests and monks. An old bell cast in Spain during this period is now in St. Augustine. The largest outlying mission built during this period was that large mission about four miles west of what is now New Smyrna, some of the walls of which mission are now standing.

"The missionaries were quite successful in Christianizing the Indians and for nearly forty years they kept at this work of spiritual endeavor upon the barbarian. A catechism was prepared in the language of the Timiquis tribe. (Probably the old fort at New Smyrna was built when that large mission was erected there, also probably the old fort at Matanzas inlet was built at the same time, and there must have been at least one hundred priests, monks and other white people living near the village of Timiquis between 1600 and 1638)."

THE NEW SMYRNA COLONY AND DR. ANDREW TURNBULL

When Florida came under British sovereignty, in 1763, many of the English and Scotch merchants, land speculators and colonizers, who had been exploiting South Carolina and Georgia, turned their attention to the semi-tropical country farther south. The Scotch were foremost in such
projects and, on account of their characteristic ability and thriftiness were being pushed forward, or pushing themselves forward, in the administration of the frontier provinces, as Florida was then classed. In fact, the governors of both East and West Florida were Scotchmen when British rule was inaugurated. James Grant was the chief executive of East Florida.

Among those who were violently seized with the colonizing fever was Dr. Andrew Turnbull, who had been a successful practicing physician in London who had married the daughter of a Greek merchant in Smyrna. He had spent some time in the Mediterranean countries, was wealthy and moved in the society of the well-to-do middle classes of the metropolis. He convinced a number of his wealthy and influential associates that a settlement in Florida by people accustomed to a warm climate and the growing of crops suited to that region, would not only be a good investment, but an enterprise encouraged by the government. Turnbull said he was sure of getting a large number of Greeks from Asia Minor to start a colony, for he had lived there for some years, and knew that these people were very restive under the galling yoke of Turkey. He was not only thoroughly acquainted with the Greeks of this region, but about seven years previously he had married the daughter of a Greek merchant of Smyrna, Asia Minor, and he felt confident that he would be favorably received as a leader of such a colony to the new province of Florida. Though at that time a prosperous physician in London, forty-eight years old, he was willing to undertake this tremendous pioneer venture, and to bring his wife and family to Florida. His wife, Maria Gracia, was a no less dauntless spirit than he, and played a courageous part in this undertaking. The little miniature of Mrs. Turnbull shows her dressed in the height of Smyrnian fashion, with a small waist and high coiffure and a carriage erect to the point of hauteur, while the set to her lips shows her a lady of much determination and spirit, a true partner for a pioneer doctor. She faced the dangers of the new savage land resolutely, several times ran the affairs of the settlement when business took her husband to New York or London, and raised her seven children to take a creditable part in the history of Florida and South Carolina. Hers was indeed a life of more variety than was to be granted to most people of her day to be reared in Asia Minor, to enjoy the life of London society as a young married woman, to establish her family in a wild land, beset by Indians, and to end her days in Charleston, the most aristocratic city of Colonial times, as a leader there by reason of her cosmopolitan charm and her husband's high position. At the time of the removal to Florida, she was thirty-three years old, at the height of her social career, so that it was a real sacrifice for her to bury herself in the wilderness, and in Turnbull's letters to the Earl of Shelburne, he said that he and his wife often thought with regret of the friends they had left at Bowood and at Shelburne House.

The New Smyrna colony, as finally organized and planted, was the most ambitious of the kind which had ever been undertaken in the New World. Doctor Turnbull, its founder, was a man of ability and tremendous energy, but may have lacked some of the qualities in dealing with the politicians and public men of the day which would have insured a smooth administration of his great enterprise and which eventually wrecked it beyond reconstruction. The first land grant issued to Turnbull on June 18, 1766, allowed him to select a tract of 20,000 acres, or more than thirty square miles, of unclaimed land in East Florida. In April of the following year, he made a partnership agreement with Sir William Duncan and Sir Richard Temple, commissioner of the navy (the latter acting as trustee for the prime minister of England, George Grenville), by which the three should receive adjoining grants of 20,000 acres which should be developed jointly for a period of seven years, at

1 See "Dr. Andrew Turnbull and the New Smyrna Colony," by Carita Doggett (Corse), A. B., A. M., 1919.
an expense not exceeding 9,000 pounds. Any grants subsequently made
to the partners were to be treated similarly. As it happened that later
donations of land made to these influential partners brought up their do-
main to an area of more than 100,000 acres, the outcome of the New
Smyrna colony created interest throughout the English domain of North
America. Its foremost patron was also the famous prime minister,
Lord Grenville.

Having examined the country, located his wife and family at St.
Augustine and been warmly received by Governor Grant, Doctor Turn-
bull purchased a large cotton plantation at the Mosquitoes, and left an
overseer in charge with orders to buy cattle from Georgia and Carolina.
He then returned to England and commenced to scour the Mediterranean
countries for colonists. He made little progress in the collection of
Greek colonists, as Greece was then a province of Turkey and the Turkish
government sternly opposed any colonization of her subjects to English
territory. The doctor also had some difficulty with the authorities of
South Italy, but finally gathered about 100 under the agreement that they
were to be placed in the Florida colony free of expense and, after donat-
ing their services for seven or eight years, were to receive fifty acres of
land for the head of the family and five acres for each child; or, if not
satisfied with their prospects, they might return to Italy within six
months. When the prospects looked dark for collecting a sufficient num-
ber of colonists to develop the lands on a scale commensurate with the
enlarged plans of Doctor Turnbull, it was learned that a large portion of
the agriculturists on the island of Minorca (a member of the Balearic
group northeast of Spain) was on the verge of starvation, because of a
failure of crops for several successive years. Minorca was then an
English possession; so Spain could not interfere with Doctor Turn-
bull's plans, provided the English government did not object. The land
grants from the crown provided that the settlers of the colony should be
Protestants, the understanding being that Doctor Turnbull would not be
obliged to go outside of Greece for the Florida colonists; and the Greek
Catholic Church was considered in affiliation with the Church of England.
Although the Minorcans were Roman Catholics, England had promis-
eda priest and monk accompanied them, with credentials from the vicar general of Minorca.

ARRIVAL OF THE COLONISTS

In June, 1768, Turnbull's fleet of eight vessels landed 1,500 Minorcans
at St. Augustine. In addition to the settlers, the ships carried gins for
the cleaning of cotton and other agricultural machinery, as well as care-
fully packed cuttings for grapes, olives and mulberries. The voyage had
lasted four months, during which one serious drawback had been suf-
faced. A ship containing 500 negroes, who had been purchased and
brought direct from Africa to clear the land and do the first rough work
of the settlement, was wrecked on the southern coast of Florida and all
hands lost.

The colonists did not arrive in a body, four of the vessels having
wandered from their bearings to the north. Those who had made the
port of St. Augustine were dispatched to the Mosquitoes (New Smyrna)
to prepare accommodations for their delayed fellows. As only about a
third of the 1,500 colonists had been expected, there was naturally some
confusion in providing for those who were thus suddenly set down in a
wild country. In that emergency, Governor Grant's cooperation was
invaluable. He had sent four months' provisions to the site of the colony
and great shacks had been erected for living quarters; but the families
were crowded during the first weeks of organization. Hominy was cooked
in huge copper kettles in the open, and at meal time a drum summoned
the workers from the woods to line up for their share of food. Clothes by the wholesale, of heavy durable material, were distributed, so as to save the colonists what was left of their wardrobes. By August, 1768, the colonists were all located on plantations, directed by overseers taken from their own number, or imported from the northern colonies. Many of the laborers were ignorant of the methods of clearing and planting which prevailed in the English colonies, and all of them were obliged to learn how to raise hemp, cotton and indigo, upon which a bounty had been placed. The English overseers had been accustomed to negro laborers, they did not understand the language of the Minorcans, Italians and Greeks under them, and their southern charges, with their racial temperaments and their preconceived ideas of sunny, restful Florida, resented their strenuous labors to which they were held by their foreign taskmasters.

**Greek-Italian Rebellion**

Two months after the last colonist had arrived at New Smyrna these conditions resulted in open rebellion, led by the Italians and Greeks. The Minorcans refused to join the insurrection. It was unfortunate for the good name of the colony that the trouble occurred during the visit of some prominent Carolina planters whom Doctor Turnbull had induced to inspect the improvements of the New Smyrna colony. They were so delighted with what they saw that they declared to the originator of the enterprise that his colony promised to be the best in all the British provinces. On their way to St. Augustine, in care of Doctor Turnbull, they stopped at the mansion of a Mr. Oswald, who conducted a large sugar plantation on the Halifax River, and while there, about midnight of August 19th, word was brought of the uprising at New Smyrna. Fortunately, Mrs. Turnbull and the children were still at St. Augustine. Notwithstanding, it was not a pleasant prospect to have before his mind's eye—the destruction of $160,000, representing his own fortune and the investments of his partners, as well as the total loss of two years of his efforts. But at once dispatching a rider to Governor Grant to acquaint him with the news, he set his face toward New Smyrna.

It seems that the Italian leader had marched into the square at the settlement of New Smyrna, with twenty of his malcontents (among them a number of Greeks), had broken into the storehouse for rum and firearms, wounded one of Turnbull's overseers who had attempted to check the increasing violence, and overawed the Minorcans, whose houses were looted when they refused to join the rebels. After the doctor arrived at his plantation four miles from New Smyrna, his overseer who had been wounded the day before was brought out by the marauders, who cut off one of his ears and two fingers, after which they continued to load a ship with clothing, fishing tackle, rum and oil—all destined for Havana, whether they were to be conducted to freedom from English oppression. On the following day, preparations continued on shipboard, and early the next morning the rebel ship moved down the river with the 300 mutineers aboard and thousands of dollars worth of supplies; but as Turnbull was riding along toward Mosquito inlet watching the escaping vessel, he heard the report of a gun at sea and had the joy of witnessing its pursuit by two government ships. The rebel craft soon displayed white rags of surrender and, although a few men (the ringleaders) escaped in an open boat, most of the crew were captured with the seized property intact. Governor Grant had come to the rescue of the colony in his usual prompt and businesslike manner. The ringleaders were afterward captured by the authorities, but the hardships and dangers through which they had passed on the stormy coasts of Florida earned them immunity from judicial punishment, and the rebellion was a closed incident in the troublous life of the colony. To guard against similar dangers and to protect the settlers from the Indians, the governor recommended the
building of a fort at New Smyrna. It was commenced, but never finished, although a small guard was stationed there as long as the colony endured.

It was soon evident that the expenditures for the support of the colony exceeded all previous expectations and could not be met from its income, or from the means at the disposal of Doctor Turnbull; and Governor Grant, as his good friend and the friend of the colony, was constant in his appeals to the secretary of the colonies to be even more liberal in upholding the enterprise. As stated, the original support was based on the plan of establishing and developing a colony of 500 settlers. By the spring of 1860, the colonists had cleared seven miles of waterfront along the Hillsborough, now the North Indian River, and the farms and gardens were well drained and improved. Although the settlers raised considerable amounts of Indian corn, peas, potatoes and other vegetables, money was so scarce that they were often destitute of clothing and, to add to their distress, in July, of that year, the London Company, which financed all colonial enterprises such as this, stopped further payments on the New Smyrna project. With provisions short, despite all his efforts and those of his friend, the governor, Doctor Turnbull accepted a new arrangement with his partners, in October, by which the shares in the property should be divided into fifths—one of the fifths only going to Turnbull—in consideration of the advance by Duncan and Temple of 24,000 pounds to the distressed colony. Sickness among the settlers continued to reduce their number and sap their vitality and courage. To add to the discouraging outlook, ill health forced Governor Grant to resign his office, although he did not actually leave the province until March, 1771. Turnbull was prominently mentioned as his successor, but Grant himself did not support him, thinking the doctor as more indispensable as the head and front of the New Smyrna colony than as an occupant of the gubernatorial chair. John Moultrie, a leading planter whose magnificent estate was a few miles from St. Augustine, was Governor Grant's successor and proved to be Turnbull's bitterest opponent.

Life at New Smyrna proceeded uneventfully on the surface for a time. Mr. Frazier, the Protestant Minister at New Smyrna, died in 1772, and Moultrie wrote, the Earl of Hillsborough that he had arranged for Mr. Forbes, the Minister at St. Augustine, to visit New Smyrna at intervals. Mrs. Turnbull, with her seven children, and her nephew, Andrew, presided in the Turnbull mansion, a large house, built of coquina, which stood about four miles back from the settlement, and there Mr. Forbes was entertained, as were the prominent men who traveled to see the colony by sailing vessel or horseback. Governor Grant had provided for the building of a splendid road to New Smyrna, which Moultrie continued. The roads built during the English occupation of Florida, are still called King's Roads, and show how well they were built, by their splendid lasting qualities. One ran from St. Augustine to New Smyrna, and another to Cowsford (now Jacksonville) and thence to the St. Mary's River. There were many wealthy planters from the Carolinas and several noblemen from England who were the grantees of large tracts of land, among the latter Lords Hauks, Egmont, Sir William Duncan and Messrs. Rolls, Oswald, Taylor. Bisset, Potts, Stracey, Tynyn and Turnbull. Large plantations, with beautiful homes and groves were scattered over the vicinity of St. Augustine and New Smyrna and along the St. Johns River. There were now few unclaimed lands around New Smyrna. Turnbull's neighbors, as shown by the old survey maps, were Messrs. Wright, Alortz, Samuel Campbell, Robert Paris Taylor, John Grayhurst, James Moultrie, Robert Oswald, Capt. Samuel Barrington and Col. William Faucet. Small holdings in the names of W. Waldron, T. Warron and Angus Faucet filled in the long line of plantations. Bella Vista, the home of Lieutenant Governor Moultrie, was particularly famous for its beautiful grounds. The social center of all this prosperity was St. Augustine, and the little town was very gay under English administration.
Affairs at New Smyrna were rather uneventful during a few years following the departure of Governor Grant and the incoming of Moultrie, although during that period Turnbull appears to have put into operation the canal system in that locality which served the double purpose of irrigation and drainage.

Fall of the New Smyrna Colony

Precious space in this work makes it impossible to trace the disagreements and quarrels between Turnbull and Drayton and Governor Tony and his lieutenant, Moultrie. At the conclusion of his mission to England, in April, 1777, Turnbull returned to New York and, although he had not succeeded in having Governor Tony removed from office he had vindicated his own character and reinstated his friend, Chief Justice Drayton. In the meantime, the governor had taken advantage of Turnbull's absence to implant the seeds of suspicion in the minds of the Minorcan colonists as to the validity of their contracts with the proprietors of the colony, representing that they would be swindled of their promised lands, and especially bringing into evidence the provision of the original grant to Turnbull barring out all but Protestants from participation in the affairs and lands of the colony. Although the Court of Sessions declared the contracts binding, the colonists were led to believe that they would be supported in abandoning the New Smyrna colony and the entire settlement moved to St. Augustine.

When Doctor Turnbull landed in New York, in November, 1777, he received the first news of the ruin of New Smyrna, and he openly accused Governor Tony of being the cause of this wholesale destruction. The extravagant charges of cruelty, and worse, heaped upon the unfortunate founder of the colony are not credited; the only basis for them seems to rest on the depositions of bad treatment made by some of the Minorcans, which, however, place the onus squarely on the overseers rather than on the honorable Doctor Turnbull.

Retirement and Death of Doctor and Mrs. Turnbull

Turnbull retired to St. Augustine. As his partners had died, the governor, over the doctor's protest, took over the management of the New Smyrna property. The whole of the year 1779 was occupied by the suit against Turnbull for division of the New Smyrna Colony, the estate of which was in the hands of Tony and Moultrie, attorneys for the heirs of the original partners. Although the doctor put no obstacles in the way of settlement, he was placed in the custody of the provost marshal for inability to pay bail in the sum of four thousand pounds. It was not until he had remained in custody for one year and seven months, he was allowed his liberty upon condition that he surrender all but a small portion of the New Smyrna estate.

Doctor Turnbull arrived in Charleston, South Carolina, in May, 1782, and in the following December the city was evacuated by the British. Five years afterward, his faithful friend, James Penman, then living in London as a merchant and acting as attorney for himself and children, recovered through Parliament the sum of about 916 pounds, English money, as the sum total of the fortune sunk by Dr. Turnbull in the New Smyrna Colony.

Professor Doggett's publication, from which most of the foregoing account is extracted or condensed, concludes thus regarding the disappearance of Doctor Turnbull, his beautiful wife and his firm friend, William H. Drayton, from all identification with New Smyrna, past, present or future:

"Both Turnbull and Drayton were active men of affairs up to the time of their deaths. Drayton was appointed Judge of the Admiralty
Turnbull died two years afterwards, March 13, 1792. His will is a remarkable expression of his amiable and generous nature. He provided that his wife who was eleven years younger than himself, should remain as an executrix of his will whether she married again or not, and should inherit two-tenths of his estate without the power to give it away before her death, “because her good nature and love for her children might induce her to part with her share and be in distress.” Gracia did not marry again, however. In a corner of the old portion of St. Philip’s Church Yard at Charleston, now seldom unlocked, there is a small headstone, which reads:

“Sacred to the Memory of Maria Gracia Turnbull, Relict and Consort of Dr. Andrew Turnbull. She departed this life Aug. 2nd, 1798, aged 68 years.”

“No stone of any kind marks Turnbull’s grave, but his obituary stated that he was to be buried there. This quaintly worded document, published in the Charleston Gazette ends: ‘His name will long live and his virtues be held in the most pleasing remembrance, when this inconsiderable tribute of respect to his memory will be consigned to oblivion.’ The tide of subsequent events made strange mock of this remark. For a time everyone forgot about Florida. Scattered in other lands, back in England, away in Nova Scotia or suffering from the jealous policy of their own people in Jamaica, the English exiles of Florida gave little thought to the bitter feuds which had seemed so engrossing to them for the last few years of English rule there. A force beyond their control had borne down upon them and swept them off forever from that strenuous, happy life, leaving them no connection with it thenceforth. Spain settled once more upon her scanty Florida nest, pursued her usual unenterprising course, and the splendid plantations, which had been built up with so much blood and toil, sank back into the forest, occasionally plundered by Indians, but more permanently injured by ignorance and neglect. Thirty-seven years afterwards, when Spain ceded Florida to the United States, of the English occupation there remained hardly a scratch upon the unkempt face of the wilderness, and the New Smyrna colony had become little more than a memory.”

**Prehistoric and Historic Relics**

There is no locality in Florida which presents so many relics of historic and prehistoric periods as that which centers in New Smyrna. As in other sections of the United States, the primitive races of what is now the eastern coastal country of Florida settled along its waterways—the St. Johns and Indian rivers and the ocean front. Oyster beds were everywhere, especially along the shores of the rivers and streams which run parallel to the Atlantic and on the numerous islands of the region. It is impossible to approximate the time when the natives commenced to pile up the shell mounds strewn along the shores of Indian River for miles within the borders of the Volusia County of today. In the excavation of the mounds for road material, pottery, arrowheads and other implements have been discovered, pointing to an ancient origin and indicating that some of the heaps might have been used as sepulchres. On the other hand some of them are of more recent construction, as one of the mounds which was being excavated in the business center of New Smyrna, in the grounds of the Ocean House, was found to be a thick layer of clam and oyster shells covering the remains of an old stone fort. Its foundation, with its bastions, and some of the walls were uncovered, pointing to its early Spanish origin. The probabilities are that it was built by the Spanish colonists of the late sixteenth century.

The largest of the shell heaps in Florida is Turtle Mound, located on the river about ten miles south of New Smyrna. It is forty feet in
height, covers several acres of ground and is visible far out to sea. It is hoped and believed that this unique landmark of the Florida coast will not be disturbed by modern seekers after material for the building of good roads.

A more striking relic of early Spanish occupancy in the New Smyrna region than the fort is what is left of a mission building about a mile and a half west of the New Smyrna postoffice. The ruins are reached by going west on Canal Street, and consist of beautiful arches in the mission walls, which are built of square-cut coquina rock evidently laid by master masons, monks though they may have been. In excavating the ruins, a large bell and massive candlesticks were uncovered, which bear Spanish inscriptions and prove their early origin. Several old wells are also located about the city, and were found to be lined with coquina, well cemented, and with curings about two feet above the ground. Fort, mission house and wells are claimed to be remains of the Spanish occupancy of 1565, or thereabout.

The second series of historical remains are of definite origin and relate to the operations of the Turnbull colony, about 150 years ago. With the settlement at New Smyrna as its center, the 1,200 or 1,500 colonists who occupied the fertile lands for miles to the west developed large tracts of sugar cane, indigo and other agricultural products, and for a decade, with all its ups and downs, the Turnbull colony attracted wide attention throughout the British possessions of the South. The old Spanish mission became a sugar mill of the foreign colonists, and may still be seen in decay. Two or three miles north of New Smyrna, several hundred feet west of the Daytona road, are two or three of Turnbull's old indigo vats buried in the forest. One of his drainage canals runs through the center of the city, and its principal business street thus received its name. A burial ground of earlier days is found in the shade of the oaks, two blocks from the river and twice that distance from Canal Street. The graves, built of hewn stone, are above ground.

**New Smyrna of the Present**

The historical atmosphere of New Smyrna gives a fascinating background to one of the brisk and growing little cities of Florida. Located originally in a dense forest of oaks, magnolias and palmetoes, it retains the beauty of that original setting, while progressing along modern lines. It is well within the northern citrus belt, where the Indian River oranges and grapefruit reach their greatest perfection. One result is that the packing house of the Florida Citrus Exchange located at New Smyrna, which handles nearly 100,000 boxes of fruit during the season, is one of the largest establishments of the kind on the east coast. The fruit thus shipped is known in the market as the Goldenrod.

New Smyrna is a division point on the main line of the Florida East Coast Railway Company, and a terminal and junction for the two lines coming from the west coast and the Okeechobee district of the south. The shops and yards established in the city have a permanent annual payroll of more than $800,000. As many of the employees have homes in New Smyrna, this distribution forms a large item in the support and growth of the place.

The Ocean (Mosquito) Inlet, three miles north of New Smyrna, is a natural passage from the Indian River to the open sea. The channel has nine feet of water and the city provides a dock for the landing of passengers and cargoes. The United States Government maintains a lighthouse at the ocean mouth of the inlet. The Indian River is a part of the inland navigable waterway extending from St. Augustine to Miami. New Smyrna therefore derives its share of benefit from the inland steamboat travel, and hopes to become the eastern terminus of a trans-Florida ship canal.

Outside of the Florida East Coast Railway, New Smyrna is connected
by land highways with all parts of Florida through the East Coast Dixie Highway, which is cement paved within the city limits, and the TransFlorida highway, leading from Tampa, St. Petersburg, Lakeland, Orlando, Sanford and DeLand, and joining the Dixie line at New Smyrna.

Autoing, fishing, hunting, boating and bathing are all within the radius of recreation to the sojourner at New Smyrna, and if he is historically inclined he already has the "pointers" for numerous interesting trips. The water is salt which comes into Indian River through the inlet, and the tide rises from one to three feet in the city. Trout, sea bass, mullet and sheepshead are taken in their natural breeding grounds; occasionally the tarpon is hooked, and the torpid jewfish, weighing from 100 to 400 pounds, are frequently landed. Oysters, clams and shrimp maintain their popularity and flavor in the New Smyrna district, and the hunting of fowl and small game is still productive.

The city itself is well paved with cement, its residence streets and homes are beautiful to look upon, its business thoroughfares are lined with substantial stores, and under the commission-manager form of municipal government much progress, within the past few years, has been made in public works for a home-loving and a city-loving people. The water works, electric plant and sewerage system, are all owned and operated by the city. The grammar and high schools are well managed and are attended by 500 or 600 pupils, and the city has a public library of 6,000 judiciously selected volumes.

New Smyrna is the center of quite an industrial brotherhood, divided among the railroad and the trade organizations. The Masons and other fraternalists are well represented and the American Legion has a substantial local body. Other uplifting associations are the Woman's Club, with a membership of about ninety; the Board of Trade, which, though organized in September, 1920, has over 160 members, and two newspapers, the Breeze, established in 1887, and the News, founded in 1913.

The New Smyrna-Coronado Board of Trade has developed an active spirit of civic pride in the twin communities, evinced both in the stimulation of building operations and the creation of a strong local sentiment to preserve the remarkable relics of antiquity and history in and near the beautiful and interesting country which it represents. That organization has worked enthusiastically and persistently for the preservation of Turtle Mound. With this end in view, the county authorities were induced to purchase it, and a society was afterward formed to take the mound over from the county at a stipulated time.

Various committees of the Board of Trade have also evolved plans for beautifying the streets of the city, by planting shrubbery, protecting the fine trees already in vigorous growth, laying out parks, etc. The old Turnbull canal which runs along the south side of New Smyrna's principal street will be covered for sanitary reasons, while the opposite side of Canal Street will be artistically illuminated and converted into a White Way. Both the preservation of Turtle Mound, and the conversion of Canal Street into something worthy of the later-day spirit of New Smyrna, are among the special projects of the local Board of Trade.

New Smyrna Suburbs

Coronado, New Smyrna's sister community, is across Indian River, one mile east by causeway and bridge. It is the city's beach resort, located on a strip of land half a mile wide, beyond which is the Atlantic shore. The beach is a continuation of the famous Ormond-Daytona speedway. The Mosquito Inlet from the ocean to Indian River, is three miles north of Coronado. It is both a summer and winter resort, with hotels, cottages and bathing pavilions for its patrons. There is little variation in the temperature of the ocean water at this point, because of the fact that the gulf stream flows only a few miles from the coast. Surf bathing in the ocean and auto driving along the shore, with boating and
fishing in the river, may occupy visitors at Coronado every month of the year.

A more quiet and secluded spot is Hawks Park, three miles south of New Smyrna on the Dixie Highway and the shore of Indian River. A sanitarium is located at this point, and in the vicinity are some fine specimens of the famous Indian River orange groves.

Samsula postoffice, or Samsula railroad station, is the center of a fine gardening section six or seven miles west of New Smyrna. Strawberries, celery and all garden produce grow profusely, and a large acreage is being cultivated to Irish potatoes.

Passing out of New Smyrna along the East Coast Divie Highway, and skirting Turnbull Bay, Port Orange is reached. It is a station on the Florida East Coast line; also on the Halifax River, and a good bridge connects it with the Atlantic beach. Being one of the shipping points of the famous Indian River citrus fruits, and so well located for tourists, it shows signs of healthy growth.

DAYTONA—DAYTONA BEACH—SEABREEZE

The Atlantic coast of northeastern Volusia County from Daytona to Ormond is a continuous stretch of beaches and resorts, and there are no more picturesque or perfect ocean drives for the autoist than along that superb sea-front. The lower section of this wonderful coast region of Florida centers around Daytona, which has a permanent population of some 6,000 people and, at the height of the winter season, two or three times that number. It is located on a ridge skirting the Halifax River, with a water front of about two miles. Daytona Beach and Seabreeze are on the peninsula between the river and the ocean, and they are connected with Daytona by four bridges. They are really three communities so closely united as to be a unit.

A network of hard-surfaced roads runs through these resorts and radiates in all directions. The thirty-five miles drive along the wonderful ocean-beach speedway, which at low tide is 500 feet wide and as smooth and hard as a boulevard, is familiar to thousands of unknown motorists, as well as to the famous drivers of the world. The Million Dollar Triangle Highway, extending west through Deland and Tavares to Leesburg, thence south to Sanford and Orlando, is one of the most beautiful roads in Florida. Surf bathing is a favorite pastime at Daytona Beach and Seabreeze. The eighteen-hole golf course connected with the Clarendon Hotel at Seabreeze, and the links of the Daytona Golf and Country Club, at Daytona, are good courses. Baseball, tennis, trap shooting and hunting, as well as splendid fishing in the Halifax and Tomoka rivers, are forms of recreation offered by the Daytona-Daytona Beach-Seabreeze combination. Halifax River is the Mecca for the yacht owners, and hundreds of graceful craft may be seen passing along the waterfront or moored at the docks of the Halifax River Yacht Club, which provides spacious accommodations for cruising parties.

Perhaps the fishermen find the most excitement at the long recreation pier that extends into the Atlantic Ocean at Daytona Beach. There is the scene of many a hard contest with such game fish as sea bass, trout, drum and tarpon, before they are landed.

As a city of permanent residence, Daytona has the advantage of a climate neither chilly nor hot at any season of the year, as it lies just south of the latitude which divides Northern and sub-tropical Southern Florida. The would-be resident knows how to amuse, invigorate and re-create himself physically. What does the city have to offer as inducements to settle within its borders?

Besides a climate which is mild without being enervating, Daytona enjoys chemically pure artesian water. Located on a ridge, it has natural drainage, supplemented by a fine sewerage system adopted with the paved streets in 1916. The sewage is both screened and purified before
it is allowed to pass into the river. It is the business and financial center of East Volusia County, comprising the resort towns of Daytona Beach, Seabreeze, Ormond, Wilbur-by-the-Sea and others. It is the center, also, of a productive back country of timber, grazing lands, truck farming, citrus growing, and poultry and squab-raising. For the average householder, there is always a chance for a livelihood, if not profit, in accommodating the extra thousands of visitors and tourists who flock to the region during the winter months of the North. That season is also a harvest for merchants who are called upon to supply the increased demands. There are two stable banks at Daytona, which finance the activities of the community—the First National and the Merchants—and the East Coast Bank and Trust Company is in operation at Daytona Beach. Three newspapers also are behind the progress of the two larger communities of the trinity—the Daytona-Halifax Journal, founded in 1882, and the Gazette-News, established seven years later, and the East Coast News, which was first published in 1917.

Daytona has good schools and well-supported churches, and, in addition to the standard fraternities, has in active operation such organizations as the Woman's Palmetto Club, the Halifax River Yacht Club and the American Legion. These, with the social Elks, have attractive club houses. Also active are the Kiwanis, Rotary and Business and Professional Women's clubs.

But the grand attraction at Daytona for those of elevated tastes is the Community Forum and all that it implies. It is the pioneer Open Forum in the South and one of the largest in the country, and within it are rendered fine concerts and addresses by famous speakers, with free and lively discussions by the great audiences which attend. In the great auditorium, the Chautauqua Assembly also gives an elaborate programme, on Tuesday and Friday evenings, for three months of the year. No higher class Chautauqua entertainments are anywhere given than those enjoyed by the people of Daytona; it would be a waste of valuable space to describe them, as they are known of all men, women and children in the United States who enjoy good music and uplifting entertainment.

Daytona is the seat of the Normal and Industrial Institute for Negro Youth, which was founded by Mary McLeod Bethune in October, 1904. She opened a rented hut to five little girls, and in the following year was chartered the Daytona Educational and Industrial Training School for Negro Girls. In 1907, Faith Hall was built as a home and a school. Domestic science, industries and music were soon added to the curriculum, and in 1909 a twelve-acre farm was purchased in front of the school and devoted to truck farming and stock raising for the benefit of scholars and teachers. Since then the development of the Institute has been continuous along such lines as the building of a Model Home; a well-equipped brick structure devoted both to education and the teaching and practice of such industries as broom making, rug weaving and basket making; the establishment of a hospital and training school for nurses and the erection of a large auditorium. In other words, the Institute was made a community center for the colored people of the east coast below St. Augustine. The work was extended to the turpentine camp at Tomoka, six miles away, where a school was opened and the children were also taught to be clean, truthful, honest and helpful and to sing, sew and sweep. This mission has served as a practice school for the senior class of the Institute. The total enrollment of the Daytona Normal and Industrial Institute was 321 in 1921-22, with a staff of twenty-four teachers and helpers. Mary McLeod Bethune is still at its head, and is widely known and loved among her race.

**John B. Stetson University**

A body of experts on sanitation, topography, scenic beauties, and natural advantages for physical and mental recreation, touring Florida
from north to south and from east to west, could not have discovered a
more ideal site for a university of higher learning than the region center-
ing in DeLand. It is located east of the central part of the state, some-
what over 100 miles south of Jacksonville and twenty miles from the east
Atlantic coast, and the John B. Stetson University is the great central
work of man in that part of Florida. The surroundings seem so adapted
to the balanced education of young men and women that its stately and
artistic group of buildings seems to be a natural feature of the land-
scape. The high, rolling pine lands only a few miles from the romantic
St. Johns River, and the orange groves and peach orchards of dark green,
flecked and patched with the distinctive colors of their fruits, carry
fragrance and vigor to the entire body of instructors and students. Roses
or other delicate flowers are blooming through the rigors of the northern
winters, the birds are ever on the wing or warmly sheltered, and the
balmy breezes filter through the pines both from the Atlantic and the
Gulf of Mexico. For those who are not satisfied with this passive treat-
ment of nature, within half an hour’s drive, or an hour’s walk from
DeLand and the University, is the beautiful St. Johns with its wealth
of bass and perch and the charming lake region with its advantages for
boating and bathing.

The town of DeLand itself has railway connections through the
Atlantic Coast Line, has every modern convenience, is well paved, pre-
sents wide and shaded streets, and is an educational and moral com-
munity outside the University proper.

The University History

The founders of the University were H. A. DeLand, also the father
of the town, who laid the basis of its fame, and John B. Stetson, whose
generosity enabled it to expand from an infant to the stature of a strong,
noble man. The commencement of its history recurs to March, 1876,
when Mr. DeLand left his home in Fairport, New York, to make a tour
of Florida. Passing through what we now call the DeLand section, he
was delighted with the country, as the high, dry pine lands reminded him
of his own beloved Western New York. There, of course, the re-
semblance ended. At first, Mr. DeLand had no other intention than to
make a casual visit to the homestead of his brother-in-law, O. P. Perry.
But the congenial climate, the possibilities offered for orange culture on
the pine lands, and the warm hospitality of the few isolated settlers
scattered through the woods, were so many magnets which drew and kept
him to the locality. Therefore the idea of founding and maintaining a
community on high ideals took root in his mind, and he spent a score of
years in developing it as embodied in the town of DeLand. The first
practical step toward its realization was taken in the purchase of the
Hampton homestead.

In the summer, Mr. DeLand returned to his New York home and in
the autumn resumed his new enterprise in Florida. At a public meeting,
soon afterward, the settlement was unanimously named DeLand, and
its founder thereupon insisted that the little town should be formed
upon a solid foundation by the immediate erection of buildings for school
and church purposes. He showed his earnestness in the matter by giving
not only the necessary land, but also money equal to one-half the cost
of the buildings. Mr. DeLand was behind every improvement which
added to the development of the town for years, and he it was who
created Woodland Boulevard, with its central rows of alternate shade and
orange trees. In 1882 the City of DeLand was incorporated, and on
November 5th of the following year, through the foresight and enter-
prise of its founder, the DeLand High School was opened.

The high school, which was the forerunner of the College and the
university, opened on that date of 1883, under the principalship of Dr.
J. H. Griffith. On the first day the attendance was thirteen, but con-
continued to increase during the school year. The first sessions of the school were held in the lecture room of the Baptist Church. Soon the high school outgrew its limited space, and in the fall of 1884, entirely at his own expense, Mr. DeLand built for its use the building standing at the intersection of the Boulevard and Minnesota Avenue, to which, in his honor, the trustees gave the name of DeLand Hall. That was the first of the buildings which stand on the campus of the John B. Stetson University.

In 1884, DeLand Hall was considered exceptionally large, with ample accommodations for several years, but even before the completion of the first school year, there was a demand for more room. Doctor Griffith remained two years with the DeLand High School and resigned in 1885, his successor being Prof. John F. Forbes, of Rochester, New York.

During these early years, there was a large annual school deficit, and the enterprise was extensively advertised not only in Florida, but throughout the North. Such expenses Mr. DeLand met substantially from his own means, and in many other ways donated his time and money to the upbuilding of the Hall and the city. Fortunately, as the enterprise expanded in usefulness and its needs for development, an enthusiastic coadjutor appeared in the field. In the winter of 1886, John B. Stetson, the famous hat manufacturer of Philadelphia, visited Florida. Mr. DeLand soon so deeply impressed upon him the need of the school for larger resources that the generous and high-minded capitalist from the City of Brotherly Love responded promptly and liberally; so much so, that he soon had assumed the main financial burden involved in the upbuilding of the institution. In the summer following Mr. Stetson's arrival at DeLand, the name was changed to DeLand Academy and College.

By this time, it became evident that a dormitory was an absolute necessity in order to accommodate the increased number of students who were already coming from other counties of the state and even from beyond the limits of Florida. Accordingly, with the help of citizens and other friends of the College, about $13,000 was raised. With this sum a three-story building was erected and furnished, being named Stetson Hall in honor of the largest contributor to the enterprise.

In the year 1886-87, art and music departments were organized and full courses established in each. Through the generosity of C. T. Sampson, of North Adams, Massachusetts, a library was established and a sum donated sufficient to purchase 1,000 volumes of such books as were immediately available for the use of the students, and to the foundation thus laid additions were made from time to time by the same donor. The collection was afterward named the Sampson Library. Also, through the efforts of Senator Call, of Florida, the institution was made a depository for Government publications.

In the spring of 1887, a charter which had been prepared by the trustees was approved by the Legislature. By that instrument, the following were named as incorporators of the DeLand University: Henry A. DeLand, Theodore Shotwell, M. W. Sargent, John B. Stetson, David Moore, Walter Gwynn, James S. Turner, Whitfield Walker, F. B. Moodie, H. E. Osteen, H. M. King, Ziba King, W. N. Chaudoin, Henry W. Gelston, Thomas J. Sparkman, Joseph Y. Parce, John F. Forbes, Alonzo M. Atkinson, R. S. McArthur, C. T. Sampson, Arthur G. Hamlin, Frank M. Ellis and John Peddie. The number of trustees of the new university was never to be less than eighteen, and three-quarters of the board were required to be Baptists, the president of the institution included. The schools of the University for which provision was made in the charter were to be located on or near the site at DeLand, with the proviso that the law and medical departments might be located at or near Jacksonville. There were exempt from taxation the entire plant of buildings, furnishings, improvements and personal property used in the operation of the university, and 5,000 acres of land included in the site.
On the date of incorporation, May 4, 1887, Mr. DeLand deeded all the property, which had heretofore been in his own name, in trust for the University, and as there was then no legal organization of a board of trustees the property was transferred to a provisional board. On January 18, 1888, the board of trustees was legally organized, as provided by the charter. In accord with this it is a self-perpetuating body, yet the institution sustains organic relation to the Baptist State Convention of Florida, a majority of the trustees being approved by that body and making an annual report to it.

As the University expanded and its consistent and necessary demands increased in volume and frequency, Mr. DeLand became unwilling that it should bear his name while others were now carrying the heaviest burdens to develop and support it. Especially, was this his conscientious attitude toward Mr. Stetson. In 1889 Mr. DeLand therefore proposed that the name of the institution be changed to the John B. Stetson University. The latter at first declined the honor, but was finally induced to accept the change, and from that time until the day of his death on February 18, 1906, his constant aim and effort were for the expansion and the uplifting of the university which bore his name. His donations toward that end were ceaseless and prompt. Building after building arose upon the campus—the president's house, girls' gymnasium, laundry, Elizabeth (Central), Chaudoin and Sampson halls, auditorium, business college wing, East House, Science Hall, heating plant, library, Conrad Hall and Cummings gymnasium, in the order named. Even as early as 1897, the John B. Stetson University had taken such majestic shape that Dr. William Harper, of the University of Chicago, while on a visit to it, concluded an agreement of affiliation between the two institutions which lasted until 1910.

In 1903, President John F. Forbes, who had been at the head of the DeLand institution since 1885, resigned his position. He now resides in Rochester, New York, and is one of the owners of the Rochester Business College.

President Forbes was succeeded, in 1904, by Dr. Lincoln Hulley, the present incumbent, who came from Bucknell University, Lewisburgh, Pennsylvania, where he was occupying the chair of history. Under Doctor Hulley, new departments have been added; the beautiful Carnegie Library, Conrad Dormitory and Cummings Gymnasium erected, and several hundred thousands of dollars in endowments added, together with many acres of land to the campus. Further along in this story will be given some of the details showing the great constructive work which has been accomplished for the university during the eighteen years of Doctor Hulley's administration.

Perhaps the most notable progress in the curriculum has been in the College of Liberal Arts, which the administration has developed in every possible way. In the earlier days of the institution, it was necessary to lay great stress upon the work of the academy, inasmuch as there were so few high schools of the first rank in Florida at that time. Since the primitive period of secondary education in Florida, conditions have so changed that the College of Liberal Arts has advanced to the front for first consideration.

The assistance of Mr. Stetson placed the institution on such a firm basis that others have been glad to make munificent gifts to the University. Notable among these have been C. T. Sampson, Mrs. Monroe Heath, John D. Rockefeller, Henry A. Flagler, Andrew Carnegie, J. B. Conrad, J. Howell Cummings and the Countess of Santa Eulalia. During the last twenty years of Mr. Stetson's life, it was his constant joy to see the university expand, and the generous gifts made by him to its endowment, under his wise management, have reached the sum of about $1,000,000.
The University Property

The John B. Stetson University occupies a campus of thirty-three acres in the northern part of DeLand, and is housed in seventeen buildings, which, with their equipment, have cost about $400,000. In addition, it possesses an endowment of $1,023,000, which is well invested; an endowed library of about 30,000 volumes and a separate law library. It has a beautiful chapel with costly furnishings, including stained-glass windows, seven oil paintings and a $10,000 pipe organ; the Eloise chimes, a magnificent set of eleven bells, valued at $10,000 and named in honor of Eloise M. Hulley; a comprehensive and well-arranged museum; ten laboratories for scientific investigations; iron and wood-working shops; a spacious campus, an indoor gymnasium apparatus and an enclosed athletic field, tennis court, baseball diamond and football field, and facilities for golf, rowing, swimming and other out-door sports.

The chief buildings of the university plant are mentioned, thus: Elizabeth Hall consists of three large structures, 250 by 80 feet, and erected at a cost of $150,000. It comprises a central building and south and north wings, the entire hall being a gift from John B. Stetson and named in honor of his wife. The central building is devoted to administrative and lecture purposes and in its imposing tower are installed the well-known Eloise chimes. The principal features of the south wing are the auditorium, with its great pipe organ, and the school of music which occupies the entire third floor. The north wing houses the museums and the business college.

The Carnegie library building standing on the southern end of the university quadrangle, is a handsome two-story building. Its lower story contains the Sampson library of 30,000 volumes and the upper, assembly rooms for the Christian associations, the Stetson Historical Society and other organizations. The library is supported in its up-keep and development by an endowment of $60,000, of which $40,000 was donated by Elizabeth, Countess of Santa Eulalia, popularly known as the Countess Eulalia.

Flagler Science Hall, the gift of the late Henry M. Flagler, was erected in 1902 at a cost (with equipment) of $60,000. It is 200 feet long, 80 feet wide and three stories in height, and is one of the most imposing buildings on the grounds. The ground floor is given to the shop work of the school of Technology, Manual Training and Domestic Science; the second floor to laboratories and lecture rooms, and the third to the Department of Law and the School of Fine Arts.

Built on the east side of the Athletic Field, the gymnasium bears the name of the largest giver to the enterprise, J. Howell Cummings, of Philadelphia. The building opens on the Athletic Field and is convenient to all the out-door sports. The old gymnasium, built by Mr. Stetson and furnished by Mr. Sampson, is a neat substantial structure, thoroughly equipped, reserved exclusively for the young women.

Stetson Hall, a three story building, erected by the citizens of DeLand, assisted by Mr. DeLand, Mr. Sampson and Mr. Stetson, was named after the largest donor to its construction. It is now a dormitory for teachers and students.

DeLand Hall, the pioneer of the university buildings, is used as a Chapter House by the Phi Kappa Delta fraternity, the East House by the Phi Beta Psi and the North House as a dormitory.

The new three-story dormitory for college and law men, J. B. Conrad Hall, was erected in 1909 on the east side of the campus. It furnishes modern living quarters in every sense of the word.

Chaudoin Hall and Sampson Hall are comfortable and handsome homes, designed for the women of the university, the former being headquarters for the dean of women.
HISTORY OF FLORIDA

WORK OF THE UNIVERSITY

The university aims to serve the needs of young men and women of college training who desire a larger and more thorough acquaintance with the scholarship and research of the world than can be obtained in the current undergraduate courses. In accordance with this purpose, a department of graduate work has been organized in which advanced instruction of a high character is given. Graduates from four-year courses of study in any approved institution of college grade will be admitted without examination, but must in person present their college diplomas to the president or dean.

As stated, in 1897 the John B. Stetson University adopted the same standards for admission to the College of Liberal Arts as those prevailing in the University of Chicago. Every person must present sixteen units of work. Greek, Latin, English, mathematics, physics, chemistry and modern languages are valued higher than the more recently accepted subjects. There are twenty-six professors and instructors in the College of Liberal Arts, the heads of the departments being specialists in their subjects.

The college is divided into twenty-eight departments, as follows: Astronomy, Biblical Literature, Biology, Botany, Business Administration, Chemistry, Economics, Education and Pedagogy, Engineering, English Language and Literature, Fine Arts, French Language and Literature, Geology, German Language and Literature, Greek Language and Civilization, History, Latin Language and Civilization, Law, Mathematics, Mechanics, Music, Philosophy, Physical Culture, Physics, Political Science, Public Speaking, Sociology and Spanish. One of the leading departments of the university is that of the law, which embraces a two-year course. In carrying out the purpose of the school the effort is made not merely to familiarize the student with certain rules of law, but to develop a legal mind and to train him in the art of legal reasoning. In this work three distinct methods of instruction are used—the lecture system, the text-book system and the case system.

Another evidence of the modern channels into which the activities of the university are directed is the headway of the Extension movement which has been made in its administrative and executive systems. As is generally known, it is simply an organized effort to extend university teaching beyond the bounds of the university itself; at nominal expense to extend many of its most practical advantages to intelligent and ambitious men and women of city, village or country, through the chief media of lectures and correspondence. A member of the faculty has special charge of this work, which, year by year, has become developed along the best lines of university thought and experience.

The university catalogue of 1920-21 gives the names of the Board of Trustees and the officers of administration and instruction, who are still serving as the guiding forces in the operation and development of the institution. The board comprises the following: John B. Stetson, Jr., president, Ashbourne, Pennsylvania; H. B. Stevens, vice president, DeLand, Florida; Silas B. Wright, secretary, DeLand, Florida; Lincoln Hulley, Ph. D., president of the university, treasurer, DeLand, Florida; Frederick P. Beaver, Dayton, Ohio; Frank B. Bentley, Tampa, Florida; B. F. Camp, M. D., White Springs, Florida; Doyle Elam Carlton, Tampa, Florida; Fred N. Conrad, Daytona, Florida; Elizabeth, Countess of Santa Eulalia, Ashbourne, Pennsylvania; D. U. Fletcher, United States Senator, Washington, D. C.; Rev. W. A. Hobson, D. D., Jacksonville, Florida; T. L. Hon, DeLand, Florida; S. V. Hough, Gretna, Florida; S. Bryan Jennings, Jacksonville, Florida; Francis J. Longdon, Oak Lane, Florida; J. Carey Martien, Baltimore, Maryland; Rev. J. E. Oates, St. Augustine, Florida; O. K. Reaves, Bradentown, Florida; S. B. Rogers, D. D., Jacksonville, Florida; Edward B. Solomon, Dayton, Ohio; G.

The officers of administration: Lincoln Hulley, Ph. D., Litt. D., LL. D., president of the university; Charles S. Farriss, A. B., D. D., vice president of the university; G. Prentice Carson, A. M., LL. D., dean of the College of Liberal Arts, secretary of the faculty; Richmond Austin Rasco, B. S., A. M., LL. B., dean of the Law School; Harry C. Garwood, A. B., B. D., dean of the Normal and Teachers' College; Clifford B. Rosa, bursar.

The Normal School at John B. Stetson University was the first institution of its kind in Florida to offer scientific courses for teachers. Its standards steadily rose until the Teachers' College was evolved. Graduates of junior and senior high schools in Florida, and of equally good schools elsewhere, are admitted on certificates; all others on examination. All the courses of the department are arranged with the purpose of preparing competent teachers for the public schools, from the high school down. Every effort is therefore made to cooperate with the state superintendent, the Board of Education, the county superintendents and the principals to realize that aim. A free teachers' agency is also maintained by the university.

The degrees conferred by the university at the commencement exercises held on the 1st of June, 1920, give some idea of the scholastic results of its training. Four of the students received the degree of Master of Arts; nine, that of Bachelor of Arts; one, Bachelor of Philosophy; thirteen, Bachelor of Science; one, Bachelor of Science in Technology; twenty, Bachelor of Laws; and two, Licentiate of Instruction.

A definite exposition of the strength of the student body of the university is furnished by its statistical summary covering the year 1920-21. The postgraduates in the college departments numbered twenty; the seniors, thirty-eight; juniors, forty-nine; sophomores, seventy-six; and freshmen, 128; while twenty-two pursued special courses in the College of Liberal Arts and seven, in the College of Law. Total, 240. The second-year students in the Normal and Teachers' College numbered thirty-four, and in the first-year, forty-three. Total registration in this college, seventy-seven. Grand total in all the collegiate departments, 417. The second-year students in the Academy numbered thirty-five, and the first-year, twenty-nine, while eight were taking special courses. Special students in the Conservatory of Music, forty-five. The foregoing figures indicate that the total enrollment of the John B. Stetson University in 1920-21 was 534. The personnel of the student body is distributed in thirty-three states of the Union and five foreign countries, that fact alone being a demonstration of the wide-spread appreciation of the manifold advantages offered by the DeLand region as a center of learning.

A large increase in the endowment of the university has lately been secured, new and substantial friends, both in and outside of Florida have been raised up, the influence of the institution has steadily grown throughout the state, and the future of John B. Stetson University resting as it does upon the solid achievements of the past, seems fully assured.

Ormond is the most northern of the famous ocean resorts of Volusia County. The town by that name is on the Florida East Coast line, and the beautiful Halifax River which runs through its center is half a mile wide at that point. Its permanent population is about 1,300; which is often doubled during the winter months and at the height of the tourist season. Boating and fishing on the Halifax and excursions on the river steamers, which ply between Jacksonville and Miami, constitute but one of the many forms of amusement open to residents and visitors. To the east of the town is a peninsula jutting out into the Atlantic, and on that point of
land is Ormond Beach, with its Hotel Ormond, a superb hostelry built and controlled by the Florida East Coast (Flagler) system. Trains run to its doors, and the motoring roads which bind the Beach and the Town and run along the ocean front are unexcelled. Of Ormond’s eighteen-hole golf course, an eminent exponent of the sport has said: “The biggest things, golf-wise, are offered here, and Ormond is already as famous for good golf as it was for highspeed automobiling.”

Ormond-by-the-Sea, as the town, or little city, has been christened, is the nucleus of an extensive system of fine drives, winding through bowers of old oaks, past flourishing orange and grapefruit groves and beautiful hammock lands luxuriating in the rich foliage of the South. The place itself has a progressive city government, an electric light and power plant, pure artesian water, good drainage, up-to-date business houses, a bank, ice and guava, jelly factories, and good hotel and rooming accommodations for at least 1,000 extra guests.

No more pleasant farewell to Volusia County could be imagined than to wave an au revoir to Ormond and Ormond Beach, although local historians would claim that at least a line should be given to Volusia, one of the last stations on the Florida East Coast branch toward Palatka. It is now chiefly notable as one of the oldest towns in the county; for its prospects of the long ago, not for what it is. So the county is left with a farewell both to the old and the new.
CHAPTER XXVIII

Palm Beach County

Palm Beach County, as at present constituted and bounded, dates only from 1915, when Broward County was carved from it and from Dade County. It was created, under the name by which it is now known, in 1909, when it was erected from Dade County. The original Dade County, organized in 1836, extended from the north side of the St. Lucie River south to the Monroe County line, west to Lee County and east to the Atlantic Ocean. From that great territory have been taken portions of Lee and Okeechobee counties, Palm Beach, Broward and a part of Dade.

Pioneers in Old Dade County

The first settlers in the domain of the first Dade County located in its northern portion, at Jupiter, Juno, Palm Beach and Fort Lauderdale. The last named originated as a settlement which was founded on the site of the old fort, which was an important point during the second Seminole war, tending to bar the Indians from the coast and confine them to the Everglades. But it never even aspired to be more than a hamlet until the Florida East Coast Railway came.

At Palm Beach, on the shores of Lake Worth, there were a few settlers in 1878, such as E. N. Dimmick and family, and George and William Lainhart, and Robert R. McCormick, the Chicago manufacturer and capitalist, with an eye both for beauty and profitable investment, purchased a beautiful tract of land on which he erected a charming winter resort. Edwin M. Brelsford also bought land in what is now Palm Beach at an early day.

When Mr. Flagler came on the scene with his railroad, the hamlet of Fort Lauderdale became a railroad town, West Palm Beach was created as a business house and supply depot to the tourist resort across Lake Worth, Miami was soon afterward founded, and the rivals for county honors brought their cases to the Legislature. There was no way out of these dissensions except to divide Dade County; so, in 1909, its northern part was lopped off, with West Palm Beach as the county seat, leaving Fort Lauderdale and Miami in the new Dade County. Six years later, as stated, Broward County was created, with Fort Lauderdale as the seat of justice.

The Present County

In 1910, when Palm Beach County included the present county by that name and about half of Broward, its population was 5,577; in 1920, five years after Broward had been taken off, it was 18,654. Of the total population in the county, West Palm Beach furnishes 8,659. Palm Beach is substantially a winter resort, and its permanent population is small. Lake Worth, adjoining West Palm Beach on the south, is a fast-growing community. It is the center of a large drainage district, and, like West Palm Beach, is receiving the benefit of the great improvements in the surrounding country. Delray and Boynton, in the southern half of the Lake Worth Drainage District, which extends to the Broward County line, are also on the coast and the railroad line, and are rapidly
gathering population and prosperity from the developing back country to Lake Okeechobee. Jupiter and Stuart, in the far northeastern part of the county, are good shipping points on the Florida East Coast Railway, and are just outside the limits of the Everglades main district.

**EVERGLADES DRAINAGE DISTRICT**

The drainage and reclamation of the rich lands between the Atlantic Coast and Lake Okeechobee mean so much to the continued and permanent growth of Palm Beach County—even more than the tourist revenue, great though that is—that a clear exposition of the subject is demanded at this point in the narrative. How important the county is in the vast scheme of draining and reclaiming the Everglades is evident from the fact that Palm Beach includes 1,209,537 acres of the 4,270,111 embraced in the entire plan as projected by the state. In the county are also special districts covering 316,363 acres, which have been organized more closely around the centers of population and designed, with the develop-

**Court House, Palm Beach**

ment of the reclaimed lands, to stimulate their growth. These special districts include the following: Palm Beach Drainage and Highway District, 143,000 acres; Lake Worth Drainage District, 132,000 acres; Highlands Glades Drainage District, 20,000 acres; Palm City Drainage District, 9,600 acres; Loxhatchee Drainage District, 6,579 acres, and Pelican Lake Drainage District, 5,182 acres. In all but the Lake Worth and Highlands Glades districts, the work has been completed according to original plans. Already Palm City, the center of the district along the eastern section of the St. Lucie Canal and southwest of Stuart, is becoming a substantial community, and around the eastern and southern shores of Lake Okeechobee as they protrude into Palm Beach County, and along the drainage canals agricultural and industrial developments are progressing, with the establishment of settlements or communities. A railroad line has been surveyed for about two miles west of West Palm Beach, along the Cross State Highway, then northwest along the border of the Everglades to Okeechobee, at the head of the lake, where it will connect with the branch of the Florida East Coast Railway running to New Smyrna. The proposed road is lined with pine and cypress lands, which adds to the feasibility of its construction. With the construction of the Cross State Highway westward and along the southern shores of Lake Okeechobee to the Lee County line, which bisects four
of the drainage canals of the county—all but St. Lucie—provision is rapidly being made to get to market the citrus, vegetable and sugar cane products which are being sent to West Palm Beach and other coast markets. Some two miles west of the city between the West Palm Beach Canal and the proposed railroad area large tracts are being developed to citrus and avocado groves, as well as to dairy farms. Further west in the Highlands Glades Drainage District the muck lands are being rapidly brought into production, and one of the most promising communities is known as Gomerworth. Still nearer the lake is the Everglades Experiment Station, on Hillsboro Canal. Where the Miami Canal joins Lake Okeechobee from the south is the community, or hamlet of Ritta, which is noted as being the site of one of the largest avocado groves in the country, and at the exit of the West Palm Beach Canal from the lake is Canal Point, at which a sugar mill has been established to care for the large crops of sugar cane which are being harvested in many sections of the reclaimed Everglades.

The names of the waterways which have been constructed in Palm Beach County, from Lake Okeechobee, eastward and southward, to the waters of the Atlantic Coast, are St. Lucie Canal to the river by that name; West Palm Beach Canal, also from the eastern shores of the lake to the city; Hillsborough Canal, farther to the south, which strikes the coast between Deerfield and Bocaratone; North New River Canal, which meets that waterway a short distance from the coast, and the Miami Canal, which runs southward through the Palm Beach Drainage District, in the southwestern part of the county, and then southeast to Miami. The three canals first named are constructed entirely within the limits of Palm Beach County.

The productive value of the Everglades District is by no means a matter of speculation. During the year 1921, there were unloaded at the canal dock at West Palm Beach for shipment to northern cities, 191,796 hampers, or crates of vegetables, including cabbage, string beans, tomatoes, egg plant and pepper. In the month of December, 1921, 16,088 crates and hampers of vegetables were shipped from the city, as compared with 1,824 during the same month of the preceding year; which is a fair illustration of the practical value of the developments in the district. Further, it must be remembered that these figures do not include solid carload shipments which are considerable in the course of a season.

The most important events of 1921, in the development of the drain-
age and transportation system of Palm Beach County were the completion of the lock at the head of the Miami Canal, with the deepening of the lake channel, by which boats obtained free access to the canal system connecting either West Palm Beach or Miami, and the voting of the $350,000 bond issue for road work, a great portion of which will be used to complete the Cross State Highway.

The last report of the State Department of Agriculture, which gives the figures of production for the year ending July 1, 1920, indicates that Palm Beach County is at the head of the truck farming sections of Florida. In the raising of the following crops, it stands first of the counties: Cabbage, 180,100 crates valued at $322,850; tomatoes, 317,150 crates, value $659,430; string beans, 148,200 crates, value $98,900; egg plant, 52,564 crates, value $182,850 and pepper, 129,556 crates, value $383,090. Palm Beach County also stands third as a producer of syrup from sugar cane—231,210 gallons valued at $1.00 a gallon—and as a raiser of Irish potatoes it is seventh among the counties, with its annual record of 58,975 bushels, valued at $106,918.

SCHOOLS OF THE COUNTY

The enrollment of pupils in the public schools of the county has shown a large increase within the past four years. In the white schools it numbered 2,000 in 1918, 2,498 in 1920, and a proportionate increase within the next two years. This has resulted in such a congestion of attendance, notwithstanding the active building of new school houses, that every available room has been taken for class room space, and the manual training and domestic science departments were temporarily discontinued at West Palm Beach and Lake Worth. In 1921, the assessed valuation of property in Palm Beach County was placed at $10,500,000, which, at five mills on the dollar, provides $52,500 for the general school fund. The school budget for the year 1921-22 was fixed at $123,183.

Building operations are under way, or soon will be, for the Magnolia school two miles north of West Palm Beach, for another on Coconut Row, Palm Beach, and a primary school at South Palm Beach, while plans are maturing for a handsome high school at West Palm Beach and an addition to the facilities at Lake Worth. Bond issues are promised for schools at Stuart, both for colored and white, as well as for a new building at the new Kelsey City, just north of Riviera, on the coast which, by the way, had one school building already. Sabaloo, in the northeastern part of the county and headquarters for School District No. 1, is also to have a new school building. The rural schools have fared well, within the past three years, especially the communities in the centers of the drainage districts. During that period buildings have been constructed at Canal Point, where a vocational school has been established, and at Ritta Island, Hillsborough canal, Chosen, Prosperity farms, etc. In addition to the frame buildings mentioned, a concrete block school house has been erected at Bocarafone, in the extreme southeastern part of the county, near the outlet of the Hillsborough canal, at a cost of more than $10,000, and considered one of the most complete rural school buildings in the state.

It is interesting to note that in the rural districts west of West Palm Beach, in the Everglades region, there are now more schools and teachers than there were in the entire county in 1909, when it was organized. The history of the schools in Palm Beach County lists back to 1885, when the late E. N. Dimmick, of Palm Beach, then a member of the Dade County School Board, secured $180 of the $800 budget for the school in Palm Beach, on the island east of Lake Worth. When West Palm Beach became a settlement a few years afterward, the Palm Beach school property was sold, and the pupils went to school on the west side of the lake. In 1894, after the Royal Poinciana was opened and Palm Beach founded, the western community, also with the backing of Henry M.
Flagler, assumed a new spirit in educational matters. The Dade County School Board furnished $500 for the erection of a suitable school building, on condition that the citizens of West Palm Beach furnish a like amount, and that Mr. Flagler contribute the same sum. The conditions were carried out, and the building erected. In 1909, the present grammar school building was completed for $50,000, chiefly from the proceeds of a bond issue and the sale of the Palm Beach school lot. In July, 1909, when Palm Beach County was organized, its first board of public instruction fixed a budget of $8,600 for the teachers of West Palm Beach; in 1920, it amounted to $33,380; in 1921-22, it amounted to $46,000 for the teachers of West Palm Beach and Palm Beach, the budget being consolidated for the two places.

**Founding of Palm Beach**

As stated, Mr. Flagler bought his first land in Palm Beach from Robert R. McCormick, of Chicago, and while the Royal Poinciana was building Mr. McCormick's former dwelling occupied a place in front of it. Mr. Flagler resided in it until "Whitehall" was built in 1901-02, when the cottage was moved to the ocean front, and is now one of the group of the Breakers' cottages. The original Royal Poinciana was opened in February, 1894, two additions being subsequently made. In December, 1895, the Palm Beach Inn was opened, and in 1900 it was renamed the Breakers and doubled in size.

In the early days of the Royal Poinciana, Mr. Flagler bought the farm of Captain Porter on the other side of Lake Worth for a terminus of his railroad. The guests debarked from the train there and were ferried over to the Poinciana in the flatbottomed boat, Santa Lucia. During the summer of 1895, a bridge was thrown across Lake Worth, and railroad passengers and tourists from everywhere were brought to the doors of the Royal Poinciana and the Palm Beach Inn.

Thus were founded Palm Beach and West Palm Beach by the master builder of East Florida, whose projects and accomplishments in that section of the state are described, as a whole, in the history of the railroad which he conceived and developed as a factor in a great system of modern civilization. Palm Beach is a beautiful little city of recreation and rest, with its superb hotels and casinos and handsome winter homes, some on the ocean front and others between the sea and the lake. It has fifteen miles of streets, many of them wide avenues bordered with mammoth
cocoanut palms and other semi-tropical vegetation. The Beau Arts building is a business block, there are other rows of less imposing stores, many apartment houses, as well as the miles of artistic winter cottages and palaces; and everywhere bathers, and strollers and autoists and pleasure seekers. The community is also protected by its own fire department, and residents and visitors obtain their water supply from an independent system of works, both departments having been installed within the past three or four years. Across Lake Worth, closely connected by boat, bridge and auto, is the business municipality, West Palm Beach. As this is being written, a great concrete and street bridge, 2,000 feet in length, is being built across the lake, as a worthy material bond of union between the twin communities.

WEST PALM BEACH AND PALM BEACH

Since its incorporation in 1894, West Palm Beach has experienced a steady growth. As stated, the permanent population in 1920 was 8,659; during the winter season, the figures are more than doubled.

In September, 1921, West Palm Beach assumed its new form of municipal government, impersonated by five commissioners and a city manager. The municipality has electric light, gas and water systems, privately owned; telegraph and telephone lines; a motorized fire department; and a municipal curb market. Its new filtration plant is the best guarantee of pure drinking water known to science.

During the year 1921, the city limits of West Palm Beach were extended, and as a mention of the greater city usually brings expectation of a comparative statement regarding Palm Beach, it is well to know that the limits of the winter resort city were extended two miles south and one mile north, making the town eleven miles long.

The building permits for 1921 amounted to $1,481,605 for new buildings, and $128,340 for alterations, in West Palm Beach (total $2,449,275), and $967,580 in Palm Beach. Total value of the building improvements in the two cities $2,449,275. Among the most important constructive works in Palm Beach were the completion of the new Breakers casino and the 500,000-gallon water tower.

WEST PALM BEACH ALONE

One of the most comely, prosperous and growing of the Florida cities, with a beautiful municipal partner on the ocean front, West Palm Beach lies on the shores of Lake Worth, is a chief point on the line of the Florida East Coast Railway, and, through a rapidly developing system of highways and canals, is also the gateway of the most productive sections of the Everglades drainage and reclamation districts, which are already producing crops valued at over $6,000,000.

West Palm Beach is within five miles of the ocean outlet of the West Palm Beach canal, from Lake Okeechobee to the Atlantic, dug by the state at a cost of $600,000 and pronounced the widest and deepest canal on the east coast. The city is therefore a favorite place of departure for tourists bound for the cross-state water trip, and its advantages in this regard, will be, increased with the completion of the Cross State Highway now under construction from West Palm Beach to the southern end of Lake Okeechobee and the western county line. Altogether, the county has 250 miles of hard-surfaced roads, including that beautiful scenic drive of twenty-five miles along the ocean front, known as the Gulf Stream Boulevard, which is a section of the Dixie Highway. The Florida East Coast canal, which joins the water systems of the Atlantic coast from St. Augustine to Miami, has given West Palm Beach a north and south outlet and inlet by water. A commercial inlet and harbor that will eventually make the city a port of entry are now under construction. Some $350,000 bonds have already been sold to further the enter-
prise. There are 150 miles of state canals and about ninety miles of private canals in the county, the chief center of all these means of transportation for the benefit of tourists, farmers, tradesmen and people in general being West Palm Beach.

The county seat is well built from an architectural standpoint, its public buildings, its stores and its banks being metropolitan in appearance. The court house of reinforced concrete and brick cost $175,000, and a $65,000 jail is under construction. The postoffice and the City Hall are creditable buildings, and the hotels of the place are worthy of an enterprising place, although not so massive or palatial as those of Palm Beach.

West Palm Beach is the banking town of the county, being represented financially by the Bank of Palm Beach, Farmers Bank and Trust Company and the First National Bank. It is headquarters for the Palm Beach County fair, held annually in March, when the truck crops of the Everglades are displayed in their glory.

The community interests of West Palm Beach are centered in its schools, churches, social, civic and patriotic organizations, and newspapers; in all of which particulars the city is abundantly represented. The two large school houses are of concrete and stand in the midst of commodious and tastefully improved grounds. A public reading room is located in the City Park. All the standard fraternities have lodges and higher bodies, and literary, social business and reformatory organizations are typical of the cultured American city. Some of them partake of more than one of these characteristics, such as the Rotary, the Kiwanis and the Woman’s clubs. The Woman’s Club is in the state federation, and owns a charming building on the lake front. The Chamber of Commerce of West Palm Beach is a representative body of more than 570 business and professional men, irrespective of political or religious affiliations, organized to cooperate with all state, county and city governments, as well as private interests, in the work of developing the best life for West Palm Beach as a municipality and a community. Besides the eight thriving churches in the city, there are two religious organizations which are practically open only during the tourist season—Bethesda-by-the-Sea and Poinciana Chapel, Union, endowed by the late Henry M. Flagler.

West Palm Beach has two permanent newspapers, with several publications issued during the tourist season under the same management. They all have their distinct fields. The Tropical Sun, by H. H. Curtis,
was founded in 1887 and is continued as a weekly and an evening daily—
the latter established in 1914. The Post is a morning daily and a Sunday
newspaper, founded in 1913, and now issued by the Post Publishing
Company of which D. H. Conklin is president and managing editor. 
The R. O. Davies Publishing Company, Inc., issues the Palm Beach
Daily News (founded in 1897) and the Palm Beach Life (1894), with
the Palm Beach Daily Program all under the general management and
editorship of Ruby Edna Pierce.

West Palm Beach has sports to offer its visitors in which it takes
special pride. For example its new golf course of eighteen holes rep-
resents an investment of $1,500,000. Tennis, games in the municipal
park, a sail or motor-boating on the lake, evening dancing in the tea
garden, automobilizing on hard level roads, hunting, fishing, even aero-
planing are at hand, for the price.

Returning to generalities, to stress the advantages of West Palm
Beach—it is on the crest and slopes of a sand ridge, one mile from the
Atlantic Ocean, which sweeps the shore for sixty miles in Palm Beach
county. West Palm Beach is nearer the Gulf Stream than any other city
of Florida. It is 102 miles farther east than Jacksonville. It is less
than half the distance from northern and eastern cities than any point
in California, and is within easy reach of the Bahamas and Cuba.

LAKE WORTH

Only two or three miles south of the new city limits of Palm Beach
Lake Worth, which is on the western shores of the inland lagoon by
that name, is already the largest and most substantial of the centers
outside of the district developing around the northern section of the Lake
Worth region. It is the center of a drainage district and is being pushed
ahead by a very productive back country and the advantages of a fine
location. Lake Worth is only ten years old and already is a progressive
city of more than 2,000 people. Its founders claim that it is “the city
that was built right,” and it has not a few supporters to that claim. In the very
year that its site was platted and its lots and adjacent lands placed upon
the market, its newspaper—the Lake Worth Herald—was established
as well as its Chamber of Commerce; two publicity agents which have
labored for the place and the region night and day.

The founder of Lake Worth was the Palm Beach Farms Company,
which put through the Range Line canal in 1912, secured a large section
of land from the state and set about, vigorously and systematically, to
drain them. Bryan & Greenwood, sales agents for the company drained
them. Percy Hagerman, president, and Bryant & Greenwood, sales
agents of the company, planned the town wisely and liberally. A mile
and a half of lake front was set aside for a permanent park, with the
understanding that if the property were used for any other purpose it
should revert to the original owners. Lots were set aside for schools,
churches, a Woman’s Club, and an entire block for a public building
which took form as a community club house. In April, 1912, the draw-
ing for lots and acreage took place in the middle of the block where the
Auditorium now stands. By general cooperation of the lot owners, the
Community Club House was soon erected; the Lake Worth Herald was
established by the agents of the town site company; the Chamber of
Commerce was organized; a Union church was formed, its membership
being drawn from all denominations, and meetings were held in the Com-

munity Club House, and a landscape architect, a Swiss expert, planned
and laid out many of the streets and parks into avenues and tracts of floral
and umbrageous beauties and surprises. In 1913, the town of Lake Worth
was incorporated, and two years later the Lake Worth Drainage district
was formed by the state, and although developments were greatly re-
tarded by the World’s war, for the past three years the work of drainage
and reclamation and the increase of production, with the accompanying
advancement of its urban center, have been continuous. A Woman’s Club, a Library Association, churches of all denominations, fraternities, good hotels, three banks, and other organizations are flourishing. After a growth of five or six years, the fine $35,000 school building, of which Lake Worth was justly proud, was replaced by a much larger and handsomer structure, near the center of the city. The Lake Worth High School building, with twenty acres of ground around it, is on a par with other local institutions. While rapidly developing in all that makes a prosperous community, the town has never lost sight of its plan to maintain beauty both within its household and its surroundings, a garden picture set in an emerald frame. To the west is a country teeming with production; to the east across Lake Worth and separated by a strip of land only about 400 feet wide is the Atlantic Ocean. There is a fine bathing beach, an ocean front park and other marine sites which are being improved for both residents and tourists. This charming section of the coast is along the Ocean Boulevard, running north to Palm Beach and south to Delray and beyond. A bridge spans the lake to the Ocean Boulevard and a massive sea wall is being built along the water front. No institution has been entitled to more credit in the advancement of the city than the Lake Worth Chamber of Commerce, which was organized in 1912 and incorporated in 1917. It has now about 200 members, of whom fifty are active.

DELRAY AND STUART

Delray, in the southeastern corner of the county, and Stuart, in the northeastern, are thriving colonies. Delray was first settled by Michigan people and named after a Detroit suburb. It is one of the best shipping points in the county, along the line of the Florida East Coast railway, and is a center of a productive district for vegetables, pineapples and citrus fruits. There are two large factories in Delray engaged in the manufacture of catsup and the preparation of pineapples for shipment to northern markets.

Stuart, which is in the heart of the pineapple belt of Florida, is also the center of a district which is raising nearly all the vegetables produced in the state, as well as such semi-tropical fruits as bananas, avocado pears, mangoes and persimmons. The place is therefore a busy shipping point, and as it is located at the head of an attractive peninsula, with deep water on three sides, it is one of the popular tourist towns in that section of the coast. The St. Lucie canal joins the river a few miles below Stuart, giving the place also water communication with the Everglades district, and as it is also opposite the St. Lucie inlet, sportsmen who gather there—such as the late Grover Cleveland and Joseph Jefferson—enjoy some of the finest fishing grounds in the state.
CHAPTER XXIX
ALACHUA COUNTY AND GAINESVILLE

Alachua County, although grouped geographically as one of the northeastern counties of Florida, considering the great western extension of the state, is virtually its territorial center. It is in the beautiful, healthful region of the central highlands of the peninsula, and possesses a diversified wealth of agricultural and mineral products enjoyed by but few sections of the state. It lies just above the distinctive orange belt, but is in the northern phosphate field, which has brought such fame and golden returns to Florida, and its corn, sugar cane, peanuts and vegetables, such as sweet potatoes, cucumbers and cabbage, are but a few of the dependable products of the soil. As the surface of the county is gently rolling and within the fine drainage area of the eastern Suwanee River system, forage crops are abundantly raised and ensure the permanency and growth of all live stock interests. It is still a country of pine lands and in the production of turpentine and rosin, a score of plants have been established in the woods. In the industry nearly $400,000 has been invested, including lands, buildings, improvements, machinery, etc.

The Santa Fe, the chief eastern branch of the Suwanee River, forms the northern boundary of Alachua County, and its southern tributaries flow from the beautiful chain of lakes in the eastern part of the county such as Santa Fe and Alto. There are a number of undeveloped water powers along the Santa Fe, and experts who have examined them give their opinion that an enormous amount of hydro-electric power may be developed. Above High Springs, is the famous Natural Bridge over the Santa Fe River, the water disappearing under ground for some distance and then reappearing.

PHOSPHATE PRODUCTION

When it is remembered that Florida's output of phosphate is more than 3,000,000 tons annually, or about eighty-five per cent of the total amount mined in the United States, it will be realized what a leading place it holds in the mineral and industrial activities of the state. As the leaders among the dozen counties in which the phosphates are produced are Polk, in the southern field, and Marion and Alachua, in the northern, it is evident that the commercial output of the famed fertilizer, is at the basis of much of their prosperity. The geological surveys of the state and Federal Government have demonstrated that the phosphate bearing stratum is considerably thicker in the southern than the northern area, the borings in the former section having passed through a maximum of from sixty to seventy feet. The phosphate industry is more than thirty years old, and some of the first mines in the state were opened in Alachua County. While it has developed into perhaps its leading source of wealth, the production of the citrus fruits, years ago of considerable magnitude, is no longer a commercial asset, the total value of its oranges and grapefruit raised in 1920 not reaching $40,000.

AGRICULTURAL AND LIVE STOCK WEALTH

The figures contained in the last report of the commissioner of agriculture form the only fair basis from which to judge of the standing