of any county in agriculture and the industries. The voluminous statistics of his department tell the story of Alachua's wealth, in 1920. In that year there were 3,645 farms in the county, averaging 92.2 acres each, assessed at $3.74 per acre. Of the 807,680 acres within the limits of the county, 99,275 were actually cultivated. Corn is the leading crop, 53,882 acres having been devoted to it in 1920, and the production of 623,743 bushels was valued at $963,626. Peanuts, raised from 26,410 acres of land, to the amount of 587,587 bushels and valued at $571,528, constituted the second crop in importance, and the third was represented by sweet potatoes, grown on 1,655 acres, which yielded 206,598 bushels valued at $206,598. Cabbages and cucumbers were also profitable. But the fourth agricultural item which brought wealth to the farmer of Alachua County was the syrup yield of sugar cane from 289 acres, which brought him $182,573. On the other hand, cotton and tobacco, which had real expectations a number of years ago, did not figure in the agricultural assets to the extent of more than $200 or $300, and cassava was negligible. The cultivation of the velvet bean hay brought returns which placed the crop in value ($141,530) close to that of sugar cane; the production amounted to 139,460 tons, grown from 9,273 acres, and went far to explain the high standing of its cattle, horses and mules. Its large and dependable corn crop makes the hogs fat and happy and valuable. Alachua leads all the counties in the state in the raising of hogs. In July, 1920, there were 62,075 on hand, valued at $398,244. During the year, 7,279 were slaughtered for pork and 16,017 for bacon, while 32,325 were sold living. The value of the swine thus handled was $690,373. This, however, was not net profit, for during the same period 34,607 hogs died of disease, entailing a loss of $121,135.

As a horse county, Alachua also leads the state; its horses are numbered at 3,181, and valued at $415,103, and its mules (second of the counties) at 2,627, valued at $534,380.

In native stock cattle, the county stands fourth, with 73,412, valued at $1,357,381. As an indication of the favorable climate of the section for the raising of cattle, only five head died by exposure to the weather. Dairy cattle do well in Alachua County, and the making of butter is becoming quite an industry. In 1920, 235,171 pounds were manufactured and a valuation of $120,757 was placed upon the output. The raising of poultry is also profitable. During the year the eggs sold brought in about the same amount as the butter receipts, $120,177.
All of the wealth indicated by the foregoing facts and figures is produced in an area of 1,283 square miles, and it took Alachua County eighty-five years before it was reduced to its present territory. Escambia and St. Johns were the original counties of Florida and were created in 1821; Jackson and Duval were established in 1822, and in the following year Gadsden was formed. In November, 1824, when the Legislative Council first met at Tallahassee, Alachua, Leon, Monroe, Mosquito, Nassau and Walton were all erected, but would be unrecognized as such at the present time. Tracing the changes in Alachua alone, it is found that Benton (Hernando) was split off from Alachua in 1843, and that she gave parts of her territory to Marion, in 1844, and to Levy, in 1845. Putnam took a slice, in 1849, and then she had a long rest of about sixty years; for it was not until about 1900 that the boundary between Levy and Alachua was slightly changed. There are few counties in Florida which can show such a comparative immunity from the process of political and territorial carving as Alachua.

The progress in population, as indicated by the Federal census figures of 1830-1920, was as follows: 1830, 2,204; 1840, 2,282; 1850, 2,524; 1860, 8,232; 1870, 17,328; 1880, 16,462; 1890, 22,934; 1900, 32,245; 1910, 34,305; 1920, 31,689.

Railroads and Stations

With the exception of Gainesville, which is the most central city of Florida and the most accessible from every point of the state, Alachua County has no large gatherings of population. The western limits of the county are forty miles from the Gulf of Mexico and its eastern, fifty miles from the Atlantic Ocean, and as trunks of the Seaboard Air Line and the Atlantic Coast Line meet at Gainesville, and minor branches cross at several other points in the county, it is one of the leading interior cities of Florida. Its healthful and attractive location, with the complete means of transportation afforded, is a tribute to the judgment of those who fixed the site of the State University there. Not only do Florida's greatest railway systems radiate from Gainesville in all directions, but the city and the county have an additional western outlet for transportation over the Tampa & Jacksonville Railway and the Georgia Southern & Florida.

The first line to be extended into what is now Alachua County was constructed, in the early '70s, by the Atlantic, Gulf & West India Transit, as a part of the Tampa extension, and run from Waldo to Ocala. About a decade afterward, it was built from Ocala to Wildwood, Sumter County. At that time, on account of its bright railroad prospects, Waldo assumed prominence among the villages of Alachua County. It is now little more than a railroad junction in the Seaboard Air Line system, with a little settlement of five or six hundred people around it. The Florida Central & Peninsular Railroad Company which made many of the extensions into that interior of the state was absorbed by the Seaboard Air Line in 1900. Five years later the University of Florida was located at Gainesville, and from that time railroads were rapidly pushed through the county.

Besides Waldo, the principal stations and hamlets on the Seaboard Air Line, which runs through the eastern sections of the county, are Hawthorne and Island Grove. Hawthorne is at a junction of the Seaboard Air Line and the Atlantic Coast Line. Melrose is a small village, at the head of Santa Fe Lake, near the northeastern boundary of the county, in the center of the beautiful lake region of Eastern Alachua and Western Putnam. It is a favorite resort for hunters, fishermen, boatmen and tourists generally. Stations on the western extension of the Seaboard Air Line, through the western part of the county, to the Suwanee River, are Bell and Neals, in a productive phosphate district.
The Atlantic Coast (Plant) system gradually extended from Georgia into the peninsula of Florida until, by the spring of 1884, the Live Oak, Tampa & Charlotte Harbor line was opened to Gainesville. Most of the extension was made under the charter of the Florida Southern Railroad Company, and, under the same charter, the line was connected with Lake City in the spring of 1886. The Gainesville, Ocala & Charlotte Harbor Railroad Company, to connect the South Florida ports with the northern lines, was chartered in 1876, but construction was delayed for five years because of the land-grant complications, and it was not until 1881, under the name of the Florida Southern Railroad Company, that the line was commenced from Palatka to Gainesville, and, via Ocala and Leesburg, to Brooksville, Hernando County, toward the Tampa region, with extensions east into what was then the great orange country. Branches were also built to Micanopy and Citra, the latter just over the border of Marion County. The South Florida and the Florida Southern, separate corporations, continued to build connecting lines between the northern and southern roads, largely directed toward Jacksonville and Tampa. In 1889, the South Florida commenced the work of opening the phosphate district of Florida to railroad communication and transportation. Its initial extension was known as the Phosphoria branch and was built into the pebble phosphate district of Polk County. In the same year (1889), the company built from Pemberton Ferry to Dunnellon, Marion County, on the west side of the Withlacoochee River, and thence to High Springs, in the northwestern part of Alachua County. The distance from High Springs to Port Tampa is 182 miles, and the building of the Phosphoria branch of the South Florida system bound together the most productive phosphate fields of Florida, and enabled the producers of Alachua County to ship their output to market at advantageous terms. It also gave an impetus to the life of High Springs, which has developed it into a thriving village of 1,700 or 1,800 people.

In 1892, the Florida Southern Railroad Company was reorganized and became part of the Plant system. The roads thus taken over were the main line from Palatka to Brooksville, Hernando County, 145 miles, with branches to Gainesville, Micanopy, Tacoma, Citra, Lake Griffith, Lake Harrison and Pemberton, 28 miles; and the Charlotte Harbor division, from Bartow to Punta Gorda, seventy-five miles.

Besides the places already mentioned as dependents on the Atlantic Coast Line, or Plant System, are Newberry, a thriving village in the phosphate district, and advantageously situated as a shipping point, in the southern part of the county, on the main line to the Tampa and Charlotte Harbor coasts and at the junction of the three northern lines. A short distance east of Newberry and off the main line of the railroad is Jonesville, a tiny settlement and chiefly known as headquarters for the vocational school for negroes interested in the scientific pursuit of agriculture. Ten or eleven miles farther west, on the same line and in the southwestern part of the county, is the station of Trenton, at which is the vocational agricultural school for whites. Alachua is a mining town of 700 or 800 people, a few miles southeast of High Springs, in northern Alachua County, and Rochelle is a junction station on the Atlantic Coast line in the southeastern part of the county. All of these smaller centers are supported by a surrounding country of phosphate mines, corn and sugar cane fields, slopes of grazing cattle and horses, and ponderous swine and busy chickens, with neat and prosperous looking homesteads sprinkled over the landscape. It is plain to be seen how Alachua County gets its stamina and why it progresses in everything American.

SCHOOLS OF THE COUNTY

The school population of Alachua County, from seven to twenty years of age, number 10,532, and 7,217 are recorded as taking advantage of
their privileges. Of children ranging from seven to thirteen, and who number 5,845, those who actually attend school number 4,897; those from fourteen to fifteen, 1,483, attend school to the number of 1,222; the school attendance of those from sixteen to seventeen (1,429) amount to 823; of those from eighteen to twenty (1,775), only 275 attend school.

The county is divided into three distinct school districts, with headquarters at Gainesville, Archer and Alachua. Outside of the county seat, the State accredited senior high schools are at Alachua and High Springs. They are both union schools—that is, the grammar and high school grades are taught in the same building. The Alachua school has an enrollment of more than 400 pupils, of whom eighty attend the high school. At High Springs, the enrollment is more than 300 and of that number about forty are high school scholars.

GAINESVILLE

Backed by one of the most productive and stable districts of the State, both agriculturally and industrially, Gainesville is also one of the social centers of Florida, as well as the site of the great University. Situated nearly 180 feet above sea level, in a belt of copious natural springs, with a temperature warranted to stimulate instead of enervate, this beautiful little city, with its densely shaded streets seems to have been foreordained for a community of homes and intellectual culture.

Since its selection as the seat of the University of Florida, twenty-eight years ago, the natural adaptability of Gainesville to develop into a fair community of families, schools and churches, has been enhanced by wise and generous public improvements. In the fall of 1907 an elaborate sewerage system was put in operation, which, added to the pure water supply of the city, obtained from the Boulware springs three miles northeast, gave Gainesville other strong points as a place of residence. Chemists analyzed the water and found it unrivalled in purity, discovering that its contents were almost identical with those of the famous Poland Springs of Maine.

Lifted above all malarial influences, with invigorating air, scientific drainage, and pure water, the city fathers and promoters constructed miles of granolithic sidewalks and fine pavements, adopted the large and graceful trees they found and planted others, and parked the principal streets with three rows of magnificent evergreen water oaks. The healthfulness,
the beauty, the educational advantages, the elevating atmosphere and the solid business of Gainesville have attracted a population of more than 7,000 people (6,860, Federal census of 1920) whose character for intelligence and sobriety would be difficult to equal.

Besides the preparatory school for the University, Gainesville maintains a senior high school and grammar grades, both being housed in handsome and modern buildings. The auditorium in the high school has a seating capacity of more than 700. So that every facility is at hand for mental development from childhood to manhood.

Gainesville is also a city of churches and church-going people. The Methodists, Presbyterians, Baptists, Episcopalians, Disciples, Roman Catholics and Adventists, have commodious and attractive homes, most of them of brick or stone and some of them architecturally imposing. The Tabernacle, which was the center of general religious activities and the annual meeting place of the National Bible School is now municipal property, and the city has donated it to the local post of the American Legion. The plan is not only to adapt the building to the requirements of the Legion, but to develop it as a civic center for public affairs.

The public library of Gainesville has a distinct educational value to the community, as a democratic institution, nearly 1,000 pupils of the University having free access to the special collections of that institution. The local press is also an educational power, which touches and permeates so many different interests that it is difficult to analyze. The Alachua County News, the daily, was established as late as 1919. The Sun (daily, with a semi-weekly edition) was founded in 1881, when the railroads commenced to head toward Gainesville, and is one of the pioneer journals of the State. It also has a semi-weekly edition. There are several other educational publications, the Florida Schoolroom having been established in 1894, and the Florida Alligator, published by the University students, and first issued in 1912.

The business section of Gainesville, especially within the past decade, has been built up almost wholly of brick, the structures are for the most part thoroughly modern and the stocks of merchandise complete and tastefully displayed. Being a railroad center, its wholesale and manufacturing interests are noticeably developing. Not only are the business streets of Gainesville well lighted by electricity, but the chief residence thoroughfares are included in its two miles of "white way."

"Therefore it was that after provision had been made for the water supply and drainage of the city, attention was concentrated on the problem of how best to furnish its people with electric light and power. The primary result was the Gainesville Gas and Electric Power Company but several years ago the municipality erected an up-to-date electric plant, which was combined with an improved water works system. At present all of the electric power and lighting are supplied by the municipal plant.

Among the industries of Gainesville, the manufacture of fertilizers is important, and in that line are the Virginia Carolina Chemical Company and the Standard Fertilizer Company. The former is one of the oldest industries of its kind in Florida and was established there in 1886 as the Florida Fertilizer Manufacturing Company. The Standard was of later origin. Each does a considerable business. Not only do they manufacture standard brands from cotton seed, fish, potash, bone and phosphate, but any desired ingredient according to any offered formula and for the stimulation of any plant, shrub or tree. Such standard brands have been placed on the market as Cotton Food, Potato Mixture, Strawberry Fruiter, Pineapple Special and Orange Tree Mixture.

The raw material from the timber belt of the county is sent to Gainesville and manufactured into lumber and other building materials. One of the planing mills works up the yellow pine and cypress in large quantities. Other factories make crate material and baskets for fruit and vegetable growers. The raisers of cabbage, lettuce, beans and cucumbers
tributary to or actually living in the city, cultivate from 1,200 to 1,500 acres, and of course add to the shipping business of the city. Several factories are also busy putting out peanut products, there are mills for manufacturing corn meal and mixed feed; half a dozen cotton gins are in operation, and there are a number of agricultural dealers.

The leading banks of Gainesville, which furnish most of the financial power to keep its business, industries and other material activities in motion, are the First National, the Florida Bank and Trust Company and the Pfiiefer State Bank. The First National Bank was established in 1888.
CHAPTER XXX

ST. AUGUSTINE AND ST. JOHNS COUNTY

The events which have revolved around, or centered in St. Augustine on the Atlantic coast, and Pensacola, on the Gulf of Mexico, would constitute an outline of Florida's history from about the middle of the sixteenth century to the first quarter of the nineteenth. Without going into the intricate details, which are available but useless, it is admitted that the island upon which Rene de Laudonniere established the Huguenot colony in 1564 was Anastasia, and that the settlement was named Fort Caroline. From the tons of contentious literature which have been published, the bed-rock fact is dug, that there were two St. Augustines founded some two years apart; and that the St. Augustine of today is not the first.

The Spanish commander, Menendez, came over in the summer of 1565, with his soldiers and priests, and exterminated the Huguenot colony. Ribault himself was killed, and the inlet down the coast where the greatest slaughter occurred was named Matanzas, or River of Blood. The records
show that Menendez then founded a settlement and built a fort near the mouth of the River May, or St. Johns. It may be that the Franciscan monks who were with him built the house on St. Francis Street, which is claimed by some to be the oldest in the United States. The dissenters from that claim insist that the structure could not have been built at that time, because (a) there was no St. Augustine in that locality in the year mentioned; (b) the Spanish records of 1565-66 show that Menendez’ priests soon returned and that there were none at the St. Augustine of that period; (c) that as the house was built of coquina, it could not have been erected as early as 1565, as the stone mentioned and quarried on Anastasia Island was not discovered until 1580.

**Gradual Founding of St. Augustine**

Menendez returned to Spain for reinforcements and supplies, after a number of his soldiers had been killed by the Indians and the settlement of St. Augustine had been relocated at its present site. After many delays at court, he was partially reimbursed for his personal expenditures in Florida and appointed governor of Cuba; but when he arrived at St. Augustine, early in the summer of 1568, he found that San Mateo and the smaller forts at the mouth of the River May had been destroyed by the French avenger, Dominique de Gourges, who had cut the garrison to pieces and hung those who were captured alive. Menendez soon restored order and reestablished the town and the forts, as well as continued his work of founding missions along both the coasts of the Atlantic and the Gulf of Mexico. Upon his return to Spain, he left the government in the hands of his nephew, and died of fever at Santander, in 1574, soon after being appointed captain general of the Spanish armada. His nephew, the governor of Florida, was killed by the Indians.

Spain made some provision for the settlement at St. Augustine, after the death of Menendez. It was then the only Spanish town north of Mexico and Texas and was for some time the only colony of any European power on the Atlantic coast. The founding of the convent of St. Francis in 1583 was an event of consequence, and made the town secure as the chief center of mission work in northern America. It was also a garrison town, but advanced slowly as a settlement. The ancient town, as built in the twenty years following its founding, had its public buildings, a parish church and cultivated gardens. The fort was a palisade of palmetto trunks, with platforms within of pine trees laid horizontally and filled in with earth; and this, occupied by a small garrison, was the citadel of North America!

**Drake Destroys St. Augustine**

In his buccaneering excursion to the southern seas—a dreaded figure in England’s assaults against the sea power of Spain—Sir Francis Drake headed his great fleet of twenty-one ships toward Anastasia Island, on May 28, 1586. He had sighted an outlook and upon reconnoitering discovered a town and fort on the mainland. Drake opened fire upon the fort and his first shot penetrated the Spanish flag. The garrison retreated after firing a few shots, and the English free booters occupied it with its thirteen or fourteen brass cannon and, what was more to their liking, two thousand pounds sterling stored there to pay the 150 Spanish troops. According to the Spanish account, the Town of St. Augustine was then pillaged and burned. Drake then continued his northern course to Roanoke Island, Virginia, and Plymouth, Massachusetts.

**The Town Rebuilt**

After the departure of Drake, the town and the fort were rebuilt, and St. Augustine again became the center of missionary work in North

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1 Fleming’s “Memoirs of Florida.”
In 1592, twelve Franciscan missionaries arrived in Florida from Spain and in two years had established twenty missions. Their principal mission was on the island of Guale (Amelia), just south of the present City of Fernandina. The Indians became restive under the restrictions imposed by the priests, and finally the son of the chief of Guale formed a conspiracy to murder the missionaries and drive those whom they could not kill out of the country. About 1597, the prearranged attacks were begun on the outskirts of the St. Augustine settlement, where the six priests in charge of the missions of Tolomato and Topiqui were tomahawked. Upon the island of Guale two others were slain. Other missions were temporarily broken up, but when the Indians attempted a continuation of their work of murder and destruction upon the mission located on the Island of San Pedro (Cumberland) they were beaten off by a Spanish war ship assisted by some red men who were still faithful to the church. The Spanish governor, Marquez, retaliated by burning the house and granaries of the hostile Indians, and, in time, the missions were restored.

### The Governor's Mansion

During this period of turmoil and religious propaganda, Gonzalo Caruza commenced the erection of a large building of coquina, which at its completion, a few years later, was purchased by the king of Spain for the governor’s residence. That was known as the governor’s mansion. More than three centuries afterward and when the American flag had waved over it for more than a hundred years, a bronze tablet was unveiled which had been erected on the massive coquina walls of the old Governor's Mansion, which had become the Federal Building. The inscription read: "Spanish Governor General's Palace. Original building on site was of logs. Present structure built by Gonzalo Mendez Caruza, 1597-1603. Purchased by King of Spain, 1603, as a dwelling for the governor of Florida at a cost of one thousand ducats. From that time on, it was officially recognized as the Governor's Mansion. Under Spanish flag 200 years. Under British flag 20 years. Under American flag since July 10, 1821."

This tablet which was unveiled with such impressive and instructive ceremonies on April 6, 1922, marked the oldest public building in America, and, in many respects, the most interesting. The data for the simple
inscription had been verified by correspondence abroad and by refer­
ence, through the United States consul at Seville, to the official records
of Old Spain. Some of the most prominent men in the State particip­
pated in the exercises and when the two young Florida girls unveiled
the tablet bearing the Spanish coat-of-arms and the draped banners sym­
bo!ic of the three powers which had held sway over the Governor's
Mansion, the flags of Spain, England and America floated over them.
The Post Office Park, in which the ceremonies occurred, was formerly
the beautiful garden of the Spanish governor, enclosed by a high wall.

BUILDING OF FORT SAN MARCO

The extension of the Catholic missions into the interior of Florida
was interrupted by war with the Apalache Indians, which covered por­
tions of 1635-40. The Indians were thoroughly quelled, and numerous
captives were put to work (1638) mining the coquina rock on Anastasia
Island and laying the foundations of the four-bastioned castle, known
as San Marco.

In 1665, Capt. John Davis, the English pirate, after capturing and
sacking Granada, Spain, and failing to intercept some Spanish treasure
ships, sailed northward and destroyed St. Augustine. The garrison of
Fort San Marco fled, but the castle itself appears to have been too
massive to have been wrecked.

The raid of the Davis pirates, however, stirred the Spanish authori­
ties to action on the defenses of the town, and they proceeded to re­
construct the castle into a real fort. Their Indian slaves were again
put to work in the coquina quarries of Anastasia, "two miles below the
present light house on what is known as the old Quarry Road. The
blocks of cut stone were carried on cross-bars, resting on the shoulders
of the slaves over a long causeway (still in an excellent state of preser­
vation) to a landing on Quarry Creek. Here they were loaded on barges
and transported down the creek and across the bay to the Castle, where
they were again carried and placed in their present position." 2

The fortress was 118 years in the building and most of the work
was done by the original Indian captives, or slaves, and their descend­
ants. In 1756, the engineer in charge placed the Spanish coat-of-arms
over the main entrance to Fort San Marco with this inscription: "Don
Fernandez the Sixth being King of Spain, and Field Marshal Don
Alonzo Fernandez de Herreda, governor and captain-general of the City
of St. Augustine, Florida, and its province, this fortress was finished in
the year 1756. The works were directed by the captain-engineer, Don
Pedro Brazas y Garav."

It is said that although most of the work during this period was
done by slaves what would be equivalent to $30,000,000 was expended
on San Marco Castle, and that the king, on learning that fact, exclaimed,
"Its curtains and bastions must be made of solid silver!"

As the castle progressed into the proportions of a fortress, other
public works were put underway. In 1691, the Council of the Indies
appropriated $10,000 to build the seawall from the castle to the town,
two years later devoted $6,000 to the construction of a lookout and
in 1702 commenced the construction of the city gates, at the north
end of St. George Street. It has always been St. Augustine's main busi­
ness thoroughfare, is still less than twenty feet wide, and is lined with
quaint old buildings.

ENGLISH REPELLED FROM ST. AUGUSTINE

During the succeeding sixty years, St. Augustine, as the leading
Spanish town and military stronghold on the Atlantic coast, was the

2 "St. Augustine Under Three Flags," by W. J. Harris, 1918.
center of the warfare between Spain and England as it affected the colonies of the far south. Florida and South Carolina, with Georgia as a buffer colony, were in ceaseless conflict, often evidenced by open hostilities. Much of this ill feeling, aside from international complications and wars, was caused by the charges of the South Carolina and Georgia colonies that the Spaniards of Florida were systematically inciting the Indians against them and seducing and harboring their negro slaves.

In retaliation for what the Carolinians claimed was an unjustifiable invasion of their territory by the Apalache Indians, before they knew of the war between England and Spain, Governor James Moore, of South Carolina, led a combined naval and land expedition against St. Augustine in 1702. The land troops first reached their objective and occupied the town, the inhabitants taking refuge in the unfinished Castle. Governor Moore, with his fifteen vessels and force of marines, arrived soon afterward, and on October 22d his combined forces attempted to take it by assault, but the Spanish commander and governor, Joseph de Zumiga, with his garrison of about four hundred soldiers repelled the invaders. Colonel Daniel, commander of the English land forces was sent to Jamaica for heavy siege guns. Awaiting his return and after the investment had lasted fifty days, Governor Moore, at the appearance of some Spanish ships off the bar, abandoned his ships, destroyed his artillery, munitions of war and supplies, burned a large part of St. Augustine and hastily retreated across country to Charleston, South Carolina. Before this inglorious departure, the English troops had plundered the Franciscan churches, sending the booty to Jamaica, and afterward burned the buildings, including a valuable library. This was another serious set-back for St. Augustine, although the repulse of the English expedition proved the strength of the still uncompleted Castle of San Marco.

In 1735, more than thirty years after the partial destruction of St. Augustine, Father Francis, Bishop of Tricali, visited Florida and lived for ten years at St. Augustine. According to Flemings “Memoirs” the town had then a population of 1,500. Among his other labors, the bishop conducted a classical school, the only one in Florida after the English invasion. Forty thousand dollars was appropriated in Spain to rebuild the parish church, but official dishonesty prevented its proper expenditure. He remained in Florida until after the siege of St. Augustine, and then was transferred to the see of Yucatan and later of Texas, where he died while visiting the scattered missions.

**Oglethorpe’s Unsuccessful Siege**

Fort San Marco proved its strength, in 1840, during the siege of a month conducted against it by the brave and able General and Governor James E. Oglethorpe, of Georgia. War had been declared by England against Spain in the preceding October and soon afterward Oglethorpe led an expedition into Florida which raided the country along the St. Johns up to the very gates of St. Augustine. At the time, Colonel Manuel de Monteano, the energetic governor, was pushing the defenses of St. Augustine. The castle guns not only covered the harbor, but the northern and the water-side approaches to the town, which were also protected by intrenched lines and bastions. The garrison numbered 700 regulars and some negro and Indian soldiers.

General Oglethorpe had under him a regiment of regulars, a regiment of South Carolina troops, a company of Scotch Highlanders and a few Indians. It was understood that the English fleet of four war ships, aided by smaller boats, was to cooperate with him in the investment. The operations of the fleet seem to have been confined to blockading the harbor, and it evidently did not carry out that part of the programme with success, since it is known that supplies reached the fort from Cuba.
by way of Mosquito Inlet and thence overland, sixty miles. General Oglethorpe posted the Carolina men at Point Quartel, north of the entrance to the bay. The Highlanders, with others, occupied (apparently without orders) Fort Morse, two miles from the castle and in full view of it. Oglethorpe himself, with 260 of the regular soldiers and most of the Indians, landed on Anastasia Island, on the 10th of June, captured the Spanish works there, and completed two batteries for the bombardment of the St. Augustine defenses, as well as a third on Point Quartel. On June 19th, the English commander sent a summons to surrender to Governor Monteano. As the English force at Fort Morse had been killed or captured, the Spaniards, although they had themselves suffered loss, were heartened to resistance, and the governor answered Oglethorpe that "he would defend the castle to the last drop of his blood, and hoped soon to kiss his excellency's hand within the walls." It is said that in that determination Governor Monteano was strengthened by the advice and prayers of Father Francis, or Bishop Tejada. After this positive refusal to surrender, the English batteries opened fire on Castle San Marco, and although 153 shells were dropped into the town and fort within the following month, no serious damage was accomplished. Some of the marks of the bombardment may be seen to this day. The siege was raised July 20, 1740, after Oglethorpe had been notified by the commodore of the fleet that he must withdraw his marines from the batteries and leave the coast for fear of storms.

St. Augustine an English Town

In 1756, Governor Alonzo Hernandez de Herrecl had the honor of completing the castle of San Marco, which was not again disturbed by British and colonial forces. Seven years afterward, the treaty of Paris went into effect by which Florida was ceded to Great Britain and Cuba was restored to Spain. St. Augustine thus being severed from Havana, its source of supply, resulted in the wholesale exodus of its Spanish residents. The governor laid waste his beautiful garden, the Spaniards of the town and countryside sold their properties, and the practical, constructive Englishman occupied the land.

Under the English administration of Florida, St. Augustine was the military and administrative center of the province of West Florida. The main immigration of that period was to St. Augustine and the region along the St. Johns River. Col. James Grant was the first governor of East Florida and occupied the old Mansion. He returned to England in 1771.

During the Revolutionary Period

St. Augustine, as described at about that time by William Gerard De Brahm, surveyor general for the southern provinces, had 238 householders, exclusive of women and children. Florida was too far south of the general field of military operations to be radically affected by the Revolutionary war, although indirectly it was connected with the growth of St. Augustine. The town also profited by the dissolution of the Turnbull colony at New Smyrna, in 1776, as most of the dissatisfied settlers at that place became residents of the capital of British East Florida. During the later period of the Revolutionary war—especially in 1778—several thousand royalists with their slaves migrated to Florida. To some extent St. Augustine felt the effects of this addition to the provincial population. Among those thus driven to Florida were William Panton and Thomas Forbes, merchants of Charleston, who established business houses on the St. Marys and at St. Augustine and associated with them John Leslie. Later, the firm of Panton, Leslie & Company made its chief depot at Pensacola, with branches at St. Augustine and on the St. Johns River.
When Charleston fell into the hands of the British, in 1880, Gen. Christopher Gadsden and about sixty prominent men of that city were sent as prisoners to Castle San Marco. All were given some measure of freedom except the doughty patriot, Gadsden, who refused to give his parole and was closely confined to the fort. After about a year they were sent to Philadelphia, and exchanged in 1781. The dungeon where General Gadsden was confined has been identified and is pointed out to visitors to the fort.

During the war St. Augustine had increased in commerce and population, as it was an important military base for the royalist cause and its strong defenses were an assurance of safety and security for planters and merchants, still attached to the Crown, who were driven from South Carolina, Georgia and other southern states. It was also a leading shipping port for indigo, naval stores and peltries. Florida indigo brought the highest price of any sold in the London market. The British government allowed a bounty of ten shillings a barrel upon turpentine shipped from Florida, and its value at St. Augustine was thirty-six shillings per barrel. Several Indian trading houses had their headquarters at St. Augustine, and the shipment of peltries was large. About the middle of the Revolutionary period the exports from East Florida had reached £48,000, and though they declined somewhat with the progress of the war and the successes of the patriots, even in 1881 they amounted to £30,000.

The treaty between Spain and Great Britain, signed September 3, 1783, by which the Floridas reverted to the old owners came as a sudden shock to the settlers at and near St. Augustine. They had prospered under English administration and business methods, but were summarily ordered, under the terms of the treaty, to evacuate the country within three months and move or sell their properties within a year and a half. Then occurred the same general exodus of English-speaking people from St. Augustine which had humiliated and distressed the Spaniards of the city, twenty years before, when Florida had passed from Spain to England.

The British government sent to the harbor of Amelia, at the mouth of the St. Mary’s River, a fleet of transports to remove the inhabitants of East Florida. Some returned to England, some went to Nova Scotia, some to the Bahamas (which had been captured by Great Britain shortly before the treaty and ceded to the British government under that instrument). A large number of others carried their negroes to Jamaica, but were oppressed by jealous planters, and some of them returned to South Carolina carrying with them it is said, nearly 1,400 black slaves. The time of removal was extended four months by the Spanish crown, but only a few English families remained. There was also the settlement of Greeks and Minorcans, comprising Dr. Andrew Turnbull’s former colony at Mosquito (New Smyrna). Otherwise, St. Augustine had to be virtually re-settled by Spanish residents. In English times, the city contained many gentlemen of distinction. Among them were Sir Charles Burdett, Chief Justice Drayton, Rev. John Forbes, Gen. James Grant, Lieutenant Governor Moultrie, William Stark (the historian), Rev. N. Frazer, Dr. Andrew Turnbull, Bernard Romans (the civil engineer) and William Bartram (the naturalist).

The Barracks

During the English occupation, large buildings were erected for barracks, of sufficient extent to quarter five regiments of troops. The lower stories were built of brick, brought from New York, the upper stories, of wood. They stood at the southern extremity of the town, to the south of the present barracks, and the great extent of these buildings

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3 Fairbank’s “History of Florida.”
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fronting on the bay added greatly to the dignity of the place as viewed
from the harbor. The barracks of a later day were at the corner of St.
Francis and Marine streets, and the main building was first used as a
Franciscan convent. The Florida State Arsenal was built upon its site.

Again a Spanish Town

In June, 1784, Governor Vicente M. de Zespedas arrived at St. Augus-
tine to take possession of East Florida, and his report to the Spanish
king, after the twenty-two months allowed English subjects for removal
had elapsed, was a dark picture of an abandoned and desolate country.
This was followed by the edict of 1786 by which English and American
families were allowed to remain without change of religion, upon taking
an oath of allegiance to Spain. Other royal edicts were issued, providing
land grants free of taxes, freedom from military service, and other
liberal inducements to immigrants, which at first tended to rebuild the
fortunes of East Florida and St. Augustine; but the improvement was
only temporary and most of the Englishmen and Americans who had been
inveigled into East Florida by the proffered inducements returned to
England and its possessions, or the States.

Roman Catholic Cathedral Commenced

St. Augustine was still the center of Catholic power and propaganda
in North America, and in 1793 was commenced the present Roman
Catholic cathedral, at the north side of the Plaza, which replaced the
parish church of an earlier date. It was without tower or steeple. Of
the $17,000 required to complete it, the Spanish government donated
$10,000. The fire of 1887 nearly destroyed the first cathedral. Some
of the old walls, however, were left standing and were built into the
restored edifice, with its imposing additions of transept and massive
tower. Four of the bells used in the ancient church have also been
preserved. The smallest of them is dated 1682, and is believed to be the
oldest bell in the country.

Tablet at Plaza of the Constitution

The War of 1812 involved West Florida and Pensacola rather than
East Florida and St. Augustine, but as the liberal spirit of that year had
spread from the Spanish Cortez into the colonies of Spain St. Augustine
felt the movement. At the west end of the Plaza, its citizens raised a
tablet bearing the following inscription, in Spanish: "Plaza of the Con-
stitution, promulgated in the City of St. Augustine in East Florida on
the 17th day of October in the year 1812; the Brigadier Don Sebastian
Kindalem, Knight of the Order of Santiago, being governor. For eternal
remembrance, Constitutional City Council erected this monument, under
the superintendence of Don Fernando de la Maza Arredondo, the young
municipal officer, oldest member of the corporation, and Don Francisco
Robira, attorney and recorder. In the year 1813." The restoration of
royalty in Spain, in the following year, resulted in a decree that such
monuments as that at St. Augustine should be razed, but the people de-
cided to observe the spirit of the order by removing the tablet only.
In 1818, when Simon Bolivar was at the summit of his fame as the liberator
of South America from Spanish rule, and Florida was destined to be-
come territory of the United States, the tablet was replaced in its original
position and where it may be seen today.

Under the American Flag

The purchase of Florida by the United States was followed by the
treaty of February, 1821, and the formal transfer of it from its Spanish
to its American owners in July of that year. The ceremonies at Pensa-
coila and St. Augustine which marked the passing of a vast land from nation to nation are told in the general history of the Territory of Florida. The transfer of East Florida was accomplished July 10, 1821, a week earlier than West Florida passed to the United States. At the St. Augustine ceremonies, Spain was represented by Don Jose Coppinger, governor and commissioner appointed by the captain-general of Cuba, and the United States by Col. Robert Butler, adjutant general on General Jackson’s staff. Andrew Jackson, the newly appointed governor of the Floridas, was on his way to Pensacola, which was to be the seat of the territorial government until it was transferred to St. Augustine, temporarily, in 1823.

In the year that Florida became American territory, James G. Forbes published his “Sketches of Florida,” and thus described St. Augustine:

“St. Augustine, the capital of East Florida, is one of the most ancient towns on the continent of North America, and was discovered on the 28th of August, 1564, from whence its name is derived. Don Pedro de Valdez and Juan de St. Vicente were four days on the coast after its discovery, looking by day and anchoring by night, uncertain by whom it was peopled. On landing, a grand Te Deum was sung, with great solemnity. It lies in lat. 29° 45’ N. and long. 81° 30’ W. with its northeastern extremity open to the sea, at the distance of three miles from it.

“This town, built in the Spanish manner, forms an oblong square, or parallelogram; the streets are regularly laid out; but the buildings have not been put up to conform strictly to that rule. The streets are generally so narrow as to admit with difficulty carriages to pass each other. To make up for this inconvenience, they have a terrace foundation; and being shaded renders the walking very agreeable. The houses are built generally of a free stone peculiar to the country, which, with the aid of an outer coat of plaster, has a handsome and durable effect. They are only two stories high, of thick walls, with spacious entries, large doors, windows and balconies; and a garden lot to each, most commonly stocked with orange and fig trees, interspersed with grape-vines and flowers.

“On entering this old town from the sea, the grandeur of the castle of Fort St. Mark’s presents itself, and imposes a degree of respect from travellers, upon seeing a fort, forty feet high, in the modern taste of military architecture, commanding the entrance. It is of a regular quadrangular form, with four bastions, a wide ditch, a covered way, a glacis, a ravelin to defend the gate, places of arms, casemated and bomb-proof, with a water battery next to the sea.

“The works are entirely of hewn stone, of a calcareous nature, and peculiar to the country, bronzed and squamatied by age, and will, with some American ingenuity, be justly deemed one of the handsomest in the western hemisphere. It mounts sixty guns, of twenty-four pounds, of which sixteen are brass, and is calculated to contain 1,000 men for action; with which, and the courage such a fort should inspire, it is capable of a noble defence, having, in old times, resisted some formidable attacks. It is not liable to be shattered by balls, nor does it expose its defenders to the fatal effects of storm.”

EARLY ST. AUGUSTINE RECORDS

The official public records of St. Augustine, not a few of which date from the period when the American authorities were taking over the local government from the Spanish officials, are interesting and enlightening. For instance, here is a report of the first Council meeting held after Governor Jackson’s assumption of his executive duties:

“St. Augustine, Territory of Florida,
July 13, 1821.

“The first council meeting was held in the City Hall for the election of officers, when John R. Bell, Captain of the Artillery and Commandant
of the troops in this city, appeared and presented a petition signed by His Excellency, Governor Jackson, dated Pensacola, the 1st instant, by which the said Captain Bell is duly authorized with the Provisional command as Secretary of East Florida, until the arrival of William G. D. Worthington, duly appointed. The Council, taking into consideration the legality and credit of said documents, the said Captain Bell was thereupon received and took his seat as President of the Council, in consequence of which, the following, after mature deliberation, was agreed to etc. viz.:

"The Committee reports an honest Treasurer. The Committee appointed to examine accounts presented by the former city treasurer, Fernando M. Arredonda, presented their report, stating that, having scrupulously examined said accounts, which are comprehended from the first of April, 1820, to the 30th of June, last, and found them perfectly correct, it being their opinion that the City Council approve them and give said Treasurer a certificate as an acquittal; reporting also the total amount of the loan made to members of this corporation that the suggestion of the Committee be followed and ordered that the present Clerk give the said Fernando de la Arredonda a certified copy of this Act, for the use he may think proper.

"A petition was read by Francis de Medicis praying that absolute right be given him of the lot on which he has built a wooden house, but the Corporation, not having any jurisdiction on the land appertaining to, or under the gift of the United States, he was allowed to withdraw his said petition and to present it to the proper authority." 4

"JOHN R. BELL."

In the month following the meeting of the first Council, on September 24, 1821, a Board of Health was established after the yellow fever had made St. Augustine a very unwelcome visit. An order was also given to have a lazaretto built on the northeastern extremity of the public grounds, within fifteen hundred yards of Fort St. Marks (San Marco).

On January 9, 1822, the Board of Health submitted a report and an ordinance, which indicated that the American ways of living were not those of the old Spanish residents. They read as follows:

"Jan. 9, 1822. Report and Ordinance of the Board of Health, viz."

"Previous to the attachment of the Territory of East Florida to the United States, the City of St. Augustine enjoyed a reputation for health and salubrity far surpassing that of any other city on the Continent. The peculiar mildness of its climate, the fragrance of its orange groves, the excellent quality of its water and the total exemption for nearly a century from all epidemic and endemic diseases, had justly obtained for it the title of the American Montpelier.

"Though the fatal experience of last season has induced a belief abroad that this picture was too highly colored, and it should not be a source of surprise that St. Augustine be placed in a situation bearing a strong resemblance to the most unhealthy parts of the world should be subjected to the same destructive causes.

"The limits of this report will not permit us to dwell on the funny arguments, adduced by the ignorant and prejudiced on this subject. It is sufficient, for our present purpose, to say that the last epidemic owed its origin to causes purely local, over which site and climate held but an indirect influence. Of those causes, the first that claims attention of the indifferent observer is the immense quantity of filth, whose accumulation dates back almost with the first foundation of the city, and which covers the foundation of every lot, yard and enclosure. The next in order is the great number of old houses, which after the departure of its Spanish

4 The ownership of Spanish property after the change of flags was a disputed question, which was subsequently settled by Commission.
population, were left uninhabited, and in a state of entire dilapidation. The third cause which we mean to notice proceeds from the obstinacy of the emigrants in adhering to habits and mode of life only calculated for higher altitudes, of those the ingurgitation of larger quantities of ardent spirits, and unnecessary exposure to the burning heat of the day and the no less chilling damps of the nights, are among the most strikingly fatal and pernicious.

"That the owner, proprietor, occupier of every house, lot, yard or enclosure shall cause to be moved all filth, dirt, garbage, to such point or points as shall be designated by the High Constable on or before Jan. 31, 1822; and it be further ordered,

"That any person failing to comply with the requisition of this ordinance shall forfeit and pay to the City Council the sum of thirty dollars, to be recovered before the Mayor or any alderman on the evidence of the Inspecting officer.

"That it shall be the duty of the High Constable to commence a tour of inspection in and throughout the city on January aforesaid, and cause to be prosecuted any person or persons who shall not have complied with the terms of this ordinance.

"That the Board of Health will make a tour of inspection immediately after the receipt of the High Constable's report, to see that the aforesaid ordinance is carried into effect."

"The southern Americans of the early '20s of the nineteenth century were not willing that their negroes should be free without paying for the privilege, as witness the following ordinance passed in 1824 by the St. Augustine Council:

St. Augustine, Fla. 1824.

"An ordinance relating to free persons of color: Be it ordained by the authority of the Mayor and Aldermen of the City of St. Augustine, that every free colored male above the age of 18 years and under 50, now residing in the City of St. Augustine, or who shall hereafter reside in the City for the space of two weeks, shall pay a tax of three dollars a year, and every free colored female, between the aforesaid ages so residing shall pay a tax of one dollar and fifty cents.

"Be it ordained that every person, liable to the above tax now residing in the City shall on or before the 20th day of August, cause their names to be registered at the Office of the Board of Aldermen and pay their tax, or, on failure thereof shall be fined the sum of five dollars.

"Be it enacted that every free colored person above the age of eighteen years, who shall hereafter come to the city of St. Augustine within two weeks after their arrival shall cause their names and ages to be registered in the office of the clerk of the board of Aldermen, and pay the sum of ten dollars, and on failure thereof shall be fined twenty dollars, and all the fine imposed by the ordinance shall be collected before the Mayor or any Justice of the Peace.

"Passed July 19, 1824. "Thomas H. Penn, Mayor."

Beautiful Army Post

The Legislative Council of 1823 had been held at St. Augustine, but its location was as much too far east as was Pensacola's to the west, and the result was the compromise, Tallahassee—a point about a mile southwest of the old deserted fields of the chief by that name. The Treaty of Fort Moultrie, six miles below St. Augustine, had just been negotiated, and most of the Indian chiefs had agreed to keep within certain limits south of Micanopy, and Col. G. Humphreys, the diplomatic Indian agent, had established his agency at Fort King, in the midst of the Indian settlements. At that time, St. Augustine, was a military center of United States troops, and their officers and families made it a social center as well. It was a beautiful place, with a permanent population of more than
2,000, studded with orange groves, which spread out into the surrounding country. The lime, lemon, citron and guava were also cultivated with great success. Its sociability, its picturesque combination of architectural elegance and natural beauties, and its delightful climate had already made it a favorite for invalids, and one Peter Sken Smith had erected a large hotel north of the city gate. The city had 280 dwelling houses, and the shipment of oranges northward was already a fine source of income to its people.

The Osceola Dungeon

But the people of Florida were not content to develop their coasts alone. The interior lands were rich in live stock, agricultural and horticultural possibilities, and before many years had passed since the Fort Moultrie treaty, the cry arose for the Seminoles to abandon interior Florida and locate in the far-West. The causes leading to the second Seminole war are many and intricate, but its outcome concerns St. Augustine only as it relates to the fate of the great chief, Osceola.

General Joseph M. Hernandez, of St. Augustine, the first territorial delegate of Florida, then the military commander of East Florida and one of the prominent men of that period, was pushing the campaign of 1837, and the white leader induced Osceola and other minor chiefs and warriors to go into camp near Fort Payton, seven miles southwest of St. Augustine. There he was met by General Hernandez and his escort, and after a short parley (October 20, 1837) the soldiers closed around the Indians and marched them to St. Augustine. Other chiefs were treated in the same way. The most prominent of them, Osceola and Coacoochee were confined in the court room at Fort Marion.

Osceola proudly refused to join some of his fellow chiefs in a plot to escape. The niches in the wall leading to the window ledge over the door of his cell, which he simply used as an observation post, are pointed out by the official guide, as well as the niches dug by Coacoochee and Hadjo, the medicine man, which led to the iron-barred ventilator through which they escaped. The room in which the Seminole leaders were confined was, as stated, the court room of the Council chamber. The raised platform used by the officers of the court is still intact. On the first of the New Year, 1838, Osceola was transferred to Fort Moultrie, Charleston, where he died on the 30th of January.

Local Events of the '40s

In 1840, the pavilion of simple lines and architecture at the east end of the plaza, used as a rest house, was built on the site of the old wooden building used as a slave market. It is said that the original structure collapsed in 1833.

It is interesting to note that while the second Seminole war was progressing the present sea-wall before St. Augustine was in course of construction by the United States Government. It was completed in 1842, at an expense of $100,000. At the same time the oven was constructed for heating shells for the mortars of the water battery which were to be used on enemy vessels.

Civil War Period

Fort Marion, over which the stars and stripes had first flown on July 10, 1821, upon the transfer of East Florida to the United States, was seized by Florida troops at the beginning of the Civil war and occupied by the Federal authorities in March, 1862.

Developments Since the War

The Civil war had little effect on St. Augustine, and since then its progress has never reached the stages of a "boom." In 1870, its popula-
tion was only 1,800, but four years later the Astor line connected St. Augustine with St. Johns River steamers at Tocoi. That was the line originally promoted by Dr. John Westcott. But the city derived little benefit from its railroads until Henry M. Flagler came into its life in 1885, purchased the Jacksonville & St. Augustine Railroad and commenced the construction of the Ponce de Leon Hotel, shortly followed by its sister palace of Moorish Spain. As the founder and expander of the Florida East Coast System continued its railroad, hotel and city triumphs southward, St. Augustine derived many benefits from these extensions and developments, as well as such munificent local donations as the building of the Memorial Presbyterian Church, in 1890. Another memorial of the great master of railroads and cities in East Florida is the Flagler Hospital, completed, in 1920, seven years after the death of its generous donor.

ANCIENT CATHOLIC DIOCESE OF ST. AUGUSTINE

When on June 26, 1921, it was telegraphed to the world that Bishop M. J. Curley, of the St. Augustine diocese, had been appointed to succeed the late Cardinal Gibbons as archbishop of the archdiocese of Baltimore, the Catholics of the United States felt that historic justice had been done; for the parish of St. Augustine is the oldest in the country—in fact, the city is the birthplace of Catholicism in the United States. Bishop Curley, who had come from DeLand parish in 1914, was at the time of his great elevation in his forty-second year. His successor was Right Reverend Patrick Barry, D. D., who had been serving as rector of the cathedral and vicar general of the diocese of St. Augustine.

The parish of St. Augustine was undoubtedly founded when Menendez established the first settlement in 1565, or the second town in 1566. It was at first a parish of the diocese of Santiago de Cuba, and its church records, preserved in the archives of the present cathedral, date from 1594. In 1606, it received its first episcopal visit from Bishop Cabeza de Altamirano. The exact date of the building of the walls of the original church is unknown, but it is certain that the king of Spain appropriated money to repair the religious houses of St. Augustine in 1703. The records make mention of various church buildings and churches up to the change of flags in 1763, and in 1784 upon the restoration of the Spanish administration there was a revival of operations in constructive work. It is reported that two Spanish churches were torn down and the material sold that the proceeds might be applied to the erection of the present cathedral. In 1790, the king of Spain decreed the application of the rent of ten lots in Havana to provide funds to finish the edifice, which was blessed on the 8th of December, 1791.
In 1793, St. Augustine came under the diocese of Louisiana and the Floridas, and in 1806, after the annexation of Louisiana to the United States, the bishop of Havana reassumed authority over Florida. In 1825, after the absorption of the Floridas by the United States, the territory came under the new vicariate of Alabama and Florida. The see of Savannah, which was created in 1850, included that part of Florida which lies east of Apalachicola. In 1857, it was constituted a separate vicariate under Rt. Rev. Augustin Verot, and in 1870 it became the diocese of St. Augustine. Father Verot, who had occupied the see of Savannah since 1861, became first bishop. He died in 1877, and was succeeded as head of the diocese of St. Augustine, by Rt. Rev. Bishop Moore, who came from Charleston. During his administration, the cathedral was almost destroyed by fire, but within the following year was substantially rebuilt as it now stands. Bishop Moore died at the cathedral rectory on July 30, 1901. Rt. Rev. William J. Kenny was consecrated by Cardinal Gibbons in the historic cathedral on May 18, 1902, and died while on a visit to Baltimore, on October, 1913. Father M. J. Curley became bishop on April 3, 1914, and Father Patrick Barry, on February 22, 1922. He had come to the diocese of St. Augustine as vicar general from the parish of South Jacksonville, and his career of twenty-seven years as a Florida priest culminated on May 3, 1922, with his consecration as bishop, according to the ancient and prescribed rites of the Catholic Church. Distinguished prelates were present as participants from all parts of the country, the Most Rev. M. J. Curley, D. D., archbishop of Baltimore being the consecrator and celebrant of the Pontifical mass.

TRINITY PARISH OF THE EPISCOPAL CHURCH

Trinity parish of St. Augustine is more than a century old, although the Episcopalians worshipped in the town while Florida was under the English administration, from 1763 to 1873. The building in which services of the Church of England were held was known as the English Constitution House, the left wing of which was thus devoted. Rev. John Forbes, the first Episcopal missionary licensed by the Bishop of London, was also a judge of admiralty and counsellor and quite an important personage. When the Spaniards returned, the Episcopal church was torn down, and the supporters of the Church of England did not again become active until October, 1821, when Florida was American. At that time, Rev. Andrew Fowler organized the parish of St. Augustine, under the auspices of the Young Men's Missionary Society of Charleston. He continued in charge, with some interruptions, until May, 1823. In July of that year the parish was incorporated as the "wardens and vestrymen of Trinity Church," and the corner-stone of their first building was laid on June 23, 1825. It is said that two-thirds of the Protestants then residing in St. Augustine were Episcopalians. Their stone church of gothic design was opened for worship on the first Sunday in June, 1831.

In January, 1829, Rev. Raymond Henderson, of Pennsylvania, took charge of the parish. He was succeeded by Rev. David Brown, of New York, and in 1837, Mr. Henderson resumed the pastorate, remaining until his death in October, 1839. Rev. Francis H. Rutledge, of the diocese of South Carolina, who had charge of the parish from 1840 to 1845, became first bishop of the diocese of Florida in 1851. Rev. Benjamin Wright was rector of the parish in 1848, and at his death was succeeded by Rev. William Jackson, and he, by Rev. Henry B. Whipple. The last named came from the diocese of Western New York, afterward becoming the bishop of Minnesota and the noted apostle to the Indians. During the rectorate of Rev. Mr. Whipple, the parish greatly expanded and many improvements were made in the church building. The parish school in the rear of the church was built in 1857. The Civil war was the means of discontinuing the services of Trinity parish, and thereafter for many years the records are missing or imperfect.
In 1902, Trinity church was practically rebuilt under the pastorate of Rev. C. M. Styrges, and the only part of the original edifice now standing is the north porch and tower, with the walls of the north transept and baptistery. The old rectory was sold in 1906 and the present handsome residence was soon afterward purchased. On April 10, 1921, was celebrated the hundredth anniversary of the founding of Trinity parish, and the coming of the church to Florida in connection with the seventy-eighth Council of the Diocese of Florida. The Rev. L. Fitz-James Hindry is the present rector, and Trinity takes a just pride both in the age and the vigor of the parish under his jurisdiction.

The First Presbyterian Church, as a formally constituted organization, is almost as old as Trinity. Rev. W. McWhirr, of the Georgia Presbytery organized it on June 10, 1824, with thirteen members. The present meeting house was erected in 1890 by Henry M. Flagler in memory of his daughter, Jennie Louise Benedict, who died March 25, 1889. The name was then changed to the Memorial Presbyterian Church. During the earlier periods of its history, the church had numerous pastors, Rev. C. O. Reynolds having the longest pastorate—1865-76. Rev. W. H. Taylor occupied the pulpit in 1879-83; Rev. Edwin K. Mitchell, D. D., 1886-91; Rev. John M. McGonigle, D. D., 1893-1902; Rev. James Coffin Stout, D. D., 1902-09; Rev. Alfred S. Badger, D. D., 1909-13, and Rev. Barton B. Bigler, D. D., since 1913.

The Memorial Presbyterian Church, at the corner of Valencia and Seville streets, is specially designated as Mr. Flagler's gift, and his own remains lie in a massive mausoleum at the west side.

At the corner of Cordova and Carrera streets, is the fine building of the Methodist Church. It is another of Mr. Flagler's buildings.

**LATE HISTORICAL EVENTS**

On November 11, 1921, St. Augustine witnessed an impressive ceremony in the dedication of the beautiful pedestal and flag staff in Anderson Circle, overlooking the Bay. All was in memory of the men of the historic city who had given their lives in the World's war, and Armistice day had been appropriately selected as the date for the presentation of the memorial to the public. Dr. Andrew Anderson was its author and donor.

The most notable event in the local history of 1922 (already described) was the unveiling of the tablet marking the site of the old Spanish Governor's Palace, or in less grandiloquent words, the Governor's Mansion of England and America.

**ST. AUGUSTINE OF TODAY**

The charm of St. Augustine resides in its unique combination of the old and the new. It has a delightful seafront with handsome hotels and houses along it. At one end of the clean and well paved avenue which overlooks the noble harbor is old Fort Marion, the structural epitome of Florida's history and one of the best preserved specimens of military architecture of the late middle ages in the world. Its four bastions of St. Paul, St. Peter, St. Augustine and St. Charles are still connected with massive walls of coquina, surmounted by sentry towers, and around the great central court are casements and dungeons. Distinct traces of the old-time moat are outside the walls. There is a torture chamber, uncovered in 1833, and a chapel, and the Council Chamber, and the Court Room and traces of Osceola's confinement and other historical mementoes already noted in the chronological record.

Near the City Gates are the Protestant and the Old cemeteries, and a few blocks away, with entrance from Ocean street is the North City Cemetery, two of them at least being mournful reminders of the massacre of Catholic missionaries by the Indians. On Saint Francis Street,
not far from the Plaza, is the oldest house, the home of the Saint Augustine Historical Society and Institute of Science. This property was purchased by the Society during 1918 and the organization moved what remained of the wonderful collection after the fire of April 2, 1914, into this structure on November 18, 1918. In the Oldest House is now stored and on exhibition its choicest mementoes, including the much talked of Chauncey M. Depew collection. Its rare books, maps, documents, and manuscripts are housed in the Public library. Since the fire which destroyed valuable records and exhibits the society has gradually rebuilt itself and today its collection of relics and antiques is recognized as being extremely valuable. Visitors by the thousands visit the Oldest House annually. While there has always been a question as to what is actually the oldest house in Saint Augustine the property now owned by the society has been officially recognized by the city as being on the face of records the house entitled to such distinction, and the fact that it has been taken over by such a reputable body as the Historical Society indicates the justification of the claim. Hon. Chauncey M. Depew is the president of the society, and has been the most untiring patron of both library and historical society. Obie P. Goode is the vice president; Harold Colee, secretary; O. E. Barnes, treasurer, and W. J. Harris, curator. In charge of the Oldest House is Dayton C. Belknap, custodian. At Fort Marion the society also has displays, with guide service for visitors.

The great fire of 1914 destroyed many of the old Spanish buildings which make St. Augustine so interesting. Charlotte Street, especially, was swept clean of its choicest historical bits.

Passing wonderful gardens and homesteads and the imposing stretches of the Flagler hotels, just as one imagines that he is among the palaces...
of Moorland he reaches a modern humming, buzzing newspaper plant, the St. Augustine Evening Record. It was established in 1899, and Herbert Felkel is its editor-manager. It may be said in passing that its color department is noted throughout the South, and that no printing office has better reproduced the elaborate and harmonious colors of Florida scenery than the Record plant.

The Meteor is a later and less extensive enterprise, founded in 1905, and conducted by Lewis W. Zim.

To the historical student St. Augustine is a mine of information and pleasure; to one not thus inclined it is simply a pretty unique city of six or seven thousand people, containing a mixture of old and new buildings, with an extensive, sunny outlook on the ocean. Notwithstanding its conservative air, since July 17, 1915, the city came under the commission form of government and was the first municipality in Florida to be operated under a commission-manager charter.
CHAPTER XXXI
TALLAHASSEE AND LEON COUNTY

Historically, Tallahassee comes before Leon County. It owes its origin as an Indian village to the fact that the Spaniards, in common with all European invaders, had first occupied the seaboards and crowded the primitive possessors of the soil into the interior of the country.

As an Indian Town

"European nations built their principal towns on the seashore at Pensacola and St. Augustine, but the road connecting the two ran through

Leon County and Tallahassee, and the site was taken possession of by the Creeks after the Apalachees had been broken by the Spaniards and finally exterminated in the work of building Fort San Marco at St. Augustine. The powerful confederacy of the Muscogees, or Creeks, had now taken possession of Alabama, and one of their tribal capitals was Tallasehatchee on the Warrior River, in Alabama. Differences among the chiefs arose, and a body of warriors, breaking off from the parent body, settled on the present site of Tallahassee, in 1808. From the name, it is perhaps allowable to conclude that they were the Alabama town which Jackson destroyed, after a stubborn battle, in 1813, but we have no precise information as to these early inhabitants of the Hill Country, save that they were Creeks, and brought with them a full assortment of women, priests and 'first families,' showing that it was a migration and not merely an inroad. The presence of this chief and his warriors made the town an important one at once. Its situation on the Spanish road

\[1\] Benjamin Harrison in Jacksonville Times-Union.
between Pensacola and St. Augustine gave it commercial importance, and the riches of the soil and abundant game collected traders, as well as kindred Indians, from the settlements made by Secoffee farther south in 1750."

The origin of the word Tallahassee is traced by Indian linguists to the Seminole "talofo," or town, and "hasse," sun. It is said that its significance was "chief town," although the literal Sun Town will be considered equally appropriate by the average Floridian.

With the creation of the Territory in 1821, and the experiment of holding the Legislative Council both at Pensacola and St. Augustine, the necessity for fixing upon a central site for the capital became a pressing necessity. It was selected, as fully described in the chapter covering the first governmental steps of the Territory of Florida, at the Indian Village of New Tallahassee, about two miles above the lake and within sight of the ruined village of Old Tallahassee. Major Jonathan Robinson, a planter, soon afterward began the erection of the buildings for the territorial officials.

"Street Scene, Tallahassee"

On March 13, 1824, the Pensacola Gazette and the West Florida Advertiser, of the "western capital," announced, through the governor's proclamation, that the Council would assemble about a mile southwest of the old deserted fields of Tallahassee, at the intersection of the Spanish road by a small southern trail. Two historical events were thus signalized—the notice of the establishment of a centralized capital which promised to be permanent and, as the governor's proclamation was published in the first number of that paper, the birth of Florida journalism.

"As Florida's Capital"

With the meeting of the first Legislative Council at Tallahassee, in November, 1824, the place thenceforth was the outward representation of the Government, territorial and State, and has been treated as such. It was incorporated in 1825. The erection and expansion of the buildings which may be called the "public plant" of Florida, and the development of Tallahassee as one of the centers of higher education in the state, have places in the more general chapters of this history. From 1824 to date, the capital has been a growing center of politics, sociability, education and broad culture, surrounded by a restful air of refinement, which gives it a distinction entirely its own.
The capitol grounds contain two memorial monuments erected in honor of Florida heroes. The first, a personal memento, perpetuates the death of Capt. John Parkhill, of the Leon Volunteers, who was born in July, 1823, and was killed at Palm Hammock, Florida, while leading his company in action against the Seminoles, on November 28, 1857. This was among the final engagements with the Seminoles.

The Territory of Florida was not invaded to the serious hurt of its residents, during the Civil war. Its progress, however, was greatly retarded and the Tallahassee region was much disorganized, as many of the planters who had given it tone and prosperity, left the state. Florida troops, on the other hand, participated in the battles fought in many states. The Leon County record is concisely graven on the Civil war monument which also stands on the State House grounds. As the inscription reads, the memorial is raised “to rescue from oblivion and perpetuate in the memory of successive generations the heroic patriotism of the men of Leon County who perished in the Civil war of 1861-65.”

Florida battles: Pensacola, Olustee, Natural Bridge, etc.

Virginia battles: Williamsburg, Seven Pines, Richmond, Cold Harbor, Manassas, Sharpsburg, Gettysburg, Chancellorsville, Wilderness, Yorktown.

Western battles: Shiloh, Farmington, First battle Corinth, Green River, Perrysville, Chickamauga, Missionary Ridge, Resaca, Gilgal Church, Cassville, Kenesaw Mountain, Decatur, Rough and Ready Station, Jonesboro, Franklin, etc.

The City of Tallahassee, with its 6,000 people is raised above the surrounding country on several lofty and beautiful hills. Its founders have seen to it that the most striking of its structures are placed upon the most pronounced and charming of the eminences. The massive and stately capitol, still in course of completion, and the Supreme Court building arise as the centers of the public group, and upon opposite heights are reared the graceful, yet imposing piles dedicated to the higher education of women and known collectively as the State College for Women.

The Governor’s Mansion is a stately edifice of Corinthian architecture, its main entrance a grand portico supported by lofty pinelike pillars. It is retired from the main highway of travel, and has a happy setting in the beautiful hills of Leon. A stone’s throw distant is the his-
historic residence once occupied by Richard K. Call, governor in 1835-39 and 1841-44. It is said that the novelist, Maurice Thompson, once saw a pretty, quaint girl walking in or near the grounds of Governor Call's mansion, and that his imagination built upon that sight the story of "The Tallahassee Girl."

In the outskirts of the city, at the summit of a gradual but a considerable incline, is a rather modest, yet substantial group of buildings. They stand for the Florida Agricultural and Mechanical College for Negroes, and the progress being made in the scholastic and practical education of the race.

In order to promote the settlement of the new capital and the country around it, Congress donated a quarter of a section of land for the site of the territorial seat of government, and three quarter sections adjoining—all to be sold to provide a fund for the contemplated public buildings. A survey of twenty adjoining townships was also ordered that they might be the first land to be opened to settlement. That tract was the first land surveyed in Florida, and consequently the principal meridian and base line for the state intersected at Tallahassee. The so called Meridian stone is pointed out to visitors, as the commencement of all land surveys in Florida.

On the 29th of the month following the meeting of the first Legislative Council at Tallahassee (December, 1824), four counties were created, Alachua, Monroe, Mosquito and Leon. It was more than fifty years before Leon County was reduced to its present boundaries, although the greatest decrease occurred in 1843 when Wakulla was taken from it.

LAFAYETTE AND PRINCE MURAT

In 1825, not long after Leon County was created and the Tallahassee district surveyed, Lafayette visited America and his reception at Charleston, South Carolina, was especially imposing and enthusiastic. The gratitude and love of the patriots of the southern states were particularly manifest in their generous donations of land to the distinguished Frenchman. Being asked by his Florida admirers to select any township of land within the limits of the territory for his own he selected the Tallahassee district, and the tract voted to him by Congress is still located a few miles east of Tallahassee by way of Lafayette Street.
Efforts of Lafayette to colonize his land near Tallahassee were unsuccessful, but he induced Colonel and Prince Achille Murat, son of Napoleon's sister and his great cavalry leader, who had been exiled from Europe, to settle in Florida. The prince married, at Tallahassee, a daughter of Col. Byrd C. Willis, of Virginia, and became a planter of Jefferson County. After his death in 1847 his remains were brought to the Episcopal cemetery at Tallahassee, where they lie beside his charming Virginia wife. There, the graves may still be seen.

HISTORIC LANDMARK

In the year that Lafayette selected his township near Tallahassee (1825), the residents of the capital celebrated the anniversary of the battle of New Orleans. San Luis was an old Spanish mission and fort, about a mile and a half west of the present site of Tallahassee, and was destroyed by the Spanish governor, Perez, at the invasion of Governor Moore, of South Carolina, and his Creek allies in 1704. This destruction of the fort was accomplished after the perpetration of terrible cruelties upon the Spanish missionaries. In surveying the St. Augustine road, in 1823, many remains of the settlements around the fort were uncovered; among other relics was found a six-pound cannon which was prominent in the aforementioned celebration of the anniversary of the battle of New Orleans. The site of Fort San Luis, founded originally by the French, is the oldest historical link in the Tallahassee region.

Attractive and modern buildings in Tallahassee, which do not hark back to historical times, are such as the Government home for Uncle Sam's departments, the Elks House, the Leon Hotel and the Leon County High School. The last named has an attendance, in all grades, of about 900 pupils, of whom nearly 200 are in the High School department. While on this subject of popular education, it is noteworthy that Tallahassee had the distinction of establishing, in 1852, the first school in Florida supported by a city tax, and it was one of the first institutions of the kind in the South thus successfully sustained.

The David S. Walker Library, named after the first governor following the Civil war period, is quaint and restful, with a well selected collection of books and magazines, and the Methodists, Baptists, Presbyterians and Episcopalians have erected temples to the cause of religion which add to the permanency of the place as a city of homes.

CITY OF TODAY

Aside from its standing as the center of the state government, with its numerous and intricate activities, and the headquarters of two of the important units of its system of higher education, Tallahassee is developing as a municipality. Its business and residence thoroughfares are particularly clean and well paved, and its stores and homes a credit to the capital of a progressive State. The civic spirit has strong supporters in the Chamber of Commerce and the local paper, the Daily Democrat and Florida Record, the latter being established in 1905. The municipality is successfully operated under Commission-Manager Government with a ten mill tax levy.

The four banks of Tallahassee also solidly sustain the community. The oldest of its financial institutions and the oldest in Florida is the Lewis State Bank which has developed from the private bank founded by B. C. Lewis in 1856. The combined resources of the local banks amount to $2,995,000 and their deposits total $2,577,000.

EASY TO COME AND GO

The Sun Town is easy of access. Its great avenue of communication is the Sea-Board Air Line, Florida's leading trunk line east and west to
Chattahoochee, where it joins the Louisville & Nashville system. The southern spur to historic St. Marks is the predecessor of the first railroad built in the territory. The Georgia, Florida & Alabama Railway gives it direct connection with the north and with the southwest to St. George’s Sound, and thence by boat to Apalachicola. But Tallahassee has more personal and pleasurable means of communication than by rail. The Dixie Highway comes in from Georgia, via Macon, Albany and Thomasville, and is one of the leading tourist routes for automobilists Florida-bound. It extends east to Jacksonville, thence south to Miami, and is in fine condition, except between Lake City and Jacksonville. Over that section the State Road Department has nearly completed a sixteen-foot brick roadway. The North and South Bee Line (Duluth to the Gulf), has its southern terminus at Tallahassee. Then following the route of the old Spanish Trail, via Pensacola, is another trunk line for autoists and tourists driving east and west, or vice versa. Eventually, they will be able to travel between Florida and California, as the transcontinental pilgrims did in the early Spanish days.

With the capital as a center of operations, hundreds of parties spread out into the beautiful surrounding country of hills and lakes bent on hunting, fishing or simple sight-seeing. From November to March, during the open season, this is especially true. In the Pinhook section, a few minutes’ drive from the city, the special sport is deer hunting, while on the St. Marks and Wakulla rivers, no farther away, fresh and salt water fishing and duck and geese hunting are offered. During the fall and winter months, quail, rabbits and turkey can also be found within a short distance of Tallahassee. Large game preserves are available to winter visitors and everything possible is done for their pleasure and amusement. Several elegant hunting lodges are maintained. There is one established by Tennant Ronalds, of Scotland, more than twenty years ago, about three miles out of the city. That the proprietor of the lodge and estate appreciates the sporting value of his property is evident; he has only missed one annual visit, and that was when his trip was cut off by the World war.

Bathing and boating are quieter forms of amusement pursued at some of the neighboring lakes toward the north. There are four large lakes in Leon County, with many small ones, in whose waters bass and perch are at their best. Lake Jackson, just north of Tallahassee, is the largest, eighteen miles in length.

Not to be outdone by seaside resorts, or the larger cities of Florida,
Tallahassee has projected a fine golf course of eighteen holes, nine of which have been developed. It was laid out by H. H. Barker, of New York, a famous instructor in the sport. It is a hilly, difficult course to cover—unlike most of the greens in Florida—and for that reason is a favorite with real lovers of the sport who like to overcome its natural hazards.

Agriculture and Live Stock

It is in the lake region of Leon County that its agricultural possibilities and actualities are most evident. Around the shores of some of the lakes are rich grazing lands and productive fields of corn. Dairying, in Leon County, with its thousand registered Jerseys, has made such progress within the past few years that the Tallahassee region has become a leading source of milk supply for the Jacksonville market. Hogs are also raised with profit. They fatten on peanuts planted in the groves of pecans, many of which have come into prolific bearing, and then the farmer hardens them up on corn. Again, not only are the pecans a paying crop, but while the groves are coming into bearing, corn, oats and peas are raised between the rows of trees. Upland cotton, sugar cane and sweet potatoes are standard crops of Leon County, which bring a realizing sense that the literary traveler is still in the good old South—in the land of the old planters of Tallahassee.

Considerable has been said, in general terms, of the agricultural and live stock wealth of Leon County, but the practical demonstration lies in the figures for 1920, presented by the State Department of Agriculture, which speak a language well understood. From such statistics it is learned that of the 467,200 acres (730 square miles) contained in the land area of Leon County, 231,530 acres are included in farm lands, and 100,582 acres are improved. As to the timber, 60,475 acres are still standing, of which 7,651 acres are estimated to be in merchantable pine; 19,736 acres have been cut over and are on the way to be transformed into farm lands.

Corn is the banner crop of Leon County, 49,474 acres being cultivated to it. In 1920, 569,138 bushels were raised, and the grain was valued at $746,362. That old stand-by, upland cotton, comes next, with its 15,767 acres of fields producing an annual crop which brought the planters...
$422,314. The 209,085 bushels of sweet potatoes realized a dollar a bushel and the 906 acres of sugar cane produced 157,693 gallons of syrup, which was also valued at so many dollars.

The 19,437 hogs of Leon County proved a valuable asset, and were valued at $105,987. Of the 7,579 cattle in the county, 4,116 were kept for their yield of milk, which amounted to 566,750 gallons, the sale of which brought $194,544. The 60,992 fowl laid 160,945 eggs and brought to their owners the tidy sum of $62,572.

There are no real centers of population in Leon County outside of Tallahassee, but numerous stations along the Seaboard Air Line and a few on the spur of the Atlantic Coast Line, which connects with the former at Capitola. Virtually it is a county of one city and a prosperous countryside; and when Wakulla was carved from its original territory in 1843, the old and little settlement of St. Marks was the only small decrease in population which Leon County suffered. For the past forty years it has been virtually stationary, shifting between 17,000 and 19,000 people. The figures of the Federal census are as follows: 1830, 6,494; 1840, 10,713; 1850, 11,442; 1860, 12,343; 1870, 15,236; 1880, 19,062; 1890, 17,752; 1900, 19,887; 1910, 19,427; 1920, 18,059.

All of which, and much more, goes to prove that Tallahassee and Leon County are good places in which to live, thrive and get solid comfort and varied pleasure out of the twelve months of every year.
CHAPTER XXXII

PALATKA AND PUTNAM COUNTY

From very early times, the site of Palatka was marked as an advantageous point on the waterway of the St. Johns River. It was founded as an American settlement about the time that Florida came into the possession of the United States, and by the time of the middle '40s was the center and shipping point of a productive area of cotton. Both Savannah and Charleston had their lines of steamers, at a later day, which reached that district, via Jacksonville. Such commerce and trade were effectually crushed by the Civil war, during which Palatka became the objective point for several incursions of Union troops to the interior, after the occupations of Jacksonville. In March, 1863, a force of negro raiding troops who had ascended the river to Palatka were driven back by the Confederates, and in May, 1864, the Union gunboat Ottawa was so badly crippled by the dashing Captain Dickinson, of the State troops, as to be obliged to limp back to Jacksonville.

PUTNAM COUNTY

On January 13, 1849, Putnam County was formed from Alachua, Orange, Marion and St. Johns, with Palatka as the county seat. In the following year, when the third Federal census in Florida was taken, its population was only 687; in 1860, 2,712; 1870, 3,821; 1880, 6,261; 1890 11,186; 1900, 11,644; 1910, 13,095; 1920, 14,568.

Putnam County has an area of 772 square miles, or 481,280 acres. The country is greatly diversified because of the system of rivers and lakes, which is bound together by the parent stream, the St. Johns, and its western branch, the Ocklawaha. Lake George, an enlargement of the St. Johns River, extends into the southern point of Putnam County, and flows in a generally northern direction through the east-central sections. At Palatka, the stream is a mile in width and farther down three miles broad. To the east of the river is a region of orange groves, and a peninsula of hills and lakes between the St. Johns, Dunn's Creek and Crescent Lake. West of the St. Johns is a great variety of country, from the wide ridge in the west that forms the watershed of the Ocklawaha and the Santa Fe, to the lowlands along the St. Johns. The Ocklawaha River from the west flows through the Cypress swamp, empties into the St. Johns a dozen miles below Palatka, and much of its lumber has been floated down to the county seat.

THE CITY OF PALATKA

The Palatka of today is a brisk little city of between five and six thousand people, about fifty-five miles south of Jacksonville, at the head of deep-water navigation on the St. Johns River, and one of the leading railroad centers of northeastern Florida. It is on the main lines of the Atlantic Coast and Florida East Coast lines, as well as of the Georgia Southern & Florida, of which it is the southern terminus. The Ocklawaha Valley Railroad, which runs to Ocala, is one of its chief lumber feeders.

A long bridge crosses the St. Johns River at Palatka, dividing the community into two sections. The east side (East Palatka), as well as
Palatka Heights, is becoming a fine residential section, with well kept lawns, gardens, and citrus and pecan groves, while the west side is specially the business and industrial center.

Putnam County has approximately 1,500 miles of county roads, and radiating from Palatka is a system of hard-surfaced roads amounting to more than 100 miles. Its highways, railroads and waterways contribute freely to business and pleasure.

As a residence city, Palatka is cleanly and sanitary. It enjoys two water systems. The municipal plant gets its supply from artesian wells, which is treated so as to remove the sulphur. The private system of water supply depends upon natural springs of soft water. Many homes have independent supplies from artesian wells.

Palatka's sewage empties into the St. Johns River by gravitation and its underground system is one of the best in the state. Its electric light plant, gas works and ice factory are in the nature of public utilities demanded by progressive communities, and supplied by private companies. Palatka has a small paid fire department, assisted by volunteers, and equipped with an auto chemical engine. It derives water from the Municipal Waterworks under high pressure.

The educational system of Putnam County is well organized, with the Palatka High School at its head. A substantial new building was completed a few years ago, at a cost of $125,000. It is known as a state accredited senior high school, with an attendance in all grades of 683, and in the high school department of 111. There is also a small grammar school at East Palatka.

The Methodists, Baptists, Presbyterians, Episcopalians and Catholics have regular services, and the secret and benevolent fraternities, with such clubs as the Women's and Rotary, offer higher sustenance to all tastes. The Public Library is housed in the City Hall building.

The East Florida Savings and Trust Company, Putnam National Bank and State Bank of Palatka give adequate banking facilities.

There are four papers and a Business Men's Association which have been more than keeping Palatka on the map since 1869. The Times-Herald was founded by H. S. McKenzie in 1869, and Mr. McKenzie is still at its head—one of the real pioneers of city and county. The Palatka News was established as a weekly in 1896 and as an evening daily in 1919, and the Post, morning daily, was founded in 1914. There is also the Advocate, an organ of the colored people, established in 1915.
All the rivers and lakes of the county are accessible by boat and most of them by steamboats. The Ocklawaha River furnishes a beautiful trip; Dunn's Creek, emptying into the St. Johns River a few miles above Palatka, gives access to the waters of Crescent Lake, on which is located Crescent City, with its oak-shaded streets and pretty homes; and Deep Creek introduces one to a rich portion of the famous Irish potato belt, in which Putnam County lies. It is known as the Palatka-East, Palatka-Federal Point and Hastings (St. Johns County) potato belt.

St. Johns County produces two-thirds of the Irish potatoes raised in Florida, and Putnam County, which comes second, has an annual crop which amounted to about a sixth of the total throughout the state, viz.: 201,602 bushels valued at $905,680. The many artesian wells in Putnam County also furnish reliable irrigation, which is giving it permanent standing, also, as a country of luscious peaches, pears, plums and oranges. East and southeast of Palatka are the noted Crescent City and San Mateo orange groves, and just south of it the famous camphor farms. The first crop of the camphor plantation, raised in 1914, amounted to 10,000 pounds of pure gum.

Palatka and Putnam County, after the potato crop has been mentioned as one of their great sources of wealth, are preeminently industrial, as may be realized when only a partial list of such enterprises is furnished. It includes: Some of the largest cypress mills, door and sash factories and tank factories in the South; large bucket and pail factories, five pine lumber mills and kaolin mines, five naval stores companies, crate and barrel factories, fish houses and allied industries, boat yards and machine shops, three wholesale oil companies, largest moss factory in the country, and dozens of smaller enterprises and plants.
CHAPTER XXXIII

SANFORD AND SEMINOLE COUNTY

While Sanford was developing from a sunny settlement on the southern shores of Lake Monroe to a substantial little city, it was embraced by Orange County, one of the older political divisions of the state. On April 25, 1913, Seminole County was formed from a northern section of Orange County, and came into political being with 360 square miles of territory to its credit. The Federal census for 1920 gives it a population of 10,986, of which Sanford numbers 5,588. Outside of the county seat, there are no important centers of population, Oviedo, a pretty village on the south shore of Lake Jessup, being the largest.

CITY OF SANFORD AND RAILROADS

The first house on the site of the city of the present was not built until 1870, and when the place was incorporated in 1877 it had only twenty voters, or a population of about 100. Doubtless it was prompted to that step by the likelihood of securing railroad service through the Lake Monroe and Orlando Company which had been chartered in 1875. General Henry S. Sanford, after whom the town was named and who had invested largely in Florida lands and was an enthusiastic promoter of its citrus industries, was the leading supporter of the railroad enterprise in its first stages. When actual construction began, in 1870, under the direction of General Sanford, the name of the road was changed from the Lake Monroe & Orlando to the South Florida Railroad Company. The first shovelful of earth from the Sanford end was turned on January 12, 1880, by General U. S. Grant, who was then on a visit to Florida.

At that time, James E. Ingraham was General Sanford's agent and was made president of the South Florida Railroad. Two years before. S. O. Chase was employed by Mr. Ingraham, and in 1884 left General Sanford and became associated with him in the railroad management. Dr. Clement C. Haskell, treasurer of the South Florida until 1892, shared with General Sanford and Mr. Ingraham the credit for building this—the southernmost railroad in the United States at that time, which, by May, 1881, had been extended from Sanford to Orlando, and, soon afterward, to Kissimmee. In 1883, the year after the line became a part of the Plant system, it was opened to Tampa, 124 miles from Sanford. As 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, communication was complete from Ocean to Gulf by the combined rail and river route. In 1885-88, Sanford secured new railroad connections north, southeast and southwest, the Orange Belt line to St. Petersburg being the most important. In 1892, Mr. Ingraham transferred his abilities and energies from the Plant interests to those of Henry M. Flagler, and his record from that year to the present is identified with the Florida East Coast Railway developments.

Sanford and Seminole County have chiefly depended on the Atlantic Coast Line (Plant system) for rail transportation, although the Tavares, Orlando and Atlantic line was extended into the southern part of the county, prior to 1888, and gave the Oviedo region connection with what became the Seaboard Air Line. Sanford has also indirect rail connections
with the Florida East Coast Railway at Enterprise Junction and Orange City, in Volusia County, where cross lines from that system connect with the Atlantic Coast Line.

CHASE & COMPANY ESTABLISHED

In the meantime, an enterprise had been developing at Sanford which has meant much for the progress of the place. In the spring of 1884, S. O. Chase and J. C. Chase, brothers, formed the firm of Chase & Company; in 1888 the former resigned his position as treasurer of the Land Department of the South Florida Railroad, and the two devoted their entire time to the development of a business combining insurance and the shipping of fruit and fertilizers. In 1897, two years after the devastating citrus freeze, W. R. Harney, as a representative of Chase & Company, established at Miami, the first of the system of packing houses which followed the extension of the Florida East Coast Railway southward. The original structure was erected by the railroad company and leased by Chase & Company. In 1913, the packing company was incorporated with Mr. Harney as a third partner. At the present time, it operates citrus packing houses at Homestead, Goulds, Miami and Dania, as well as about twenty more packing houses for vegetables, located at various points in the state. The house not only handles shipments of Florida products, but distributes growers' and packers' supplies, such as seed, crates, wrappers, fertilizers, insecticide, etc.

There are several large wholesale grocery concerns in Sanford, and the American Fruit Growers of Pittsburg is also represented, but Chase & Company are selected for more special mention, because they are a Florida product, and the parent house is still a home concern of Sanford.

SANFORD, THE CELERY CITY

Although Chase & Company represent the oldest and most prominent business enterprise in Sanford, it owes its marked prosperity to what was deemed in 1894-95 a sectional, if not a state calamity—the virtual destruction of the citrus crop. Then, instead of paralyzing gloom to the people of Sanford and vicinity, came the happy thought of replacing oranges with celery.

In the fall of 1895, J. N. Whitner commenced the cultivation of celery from imported Kalamazoo (Mich.) stock, at the far end of Lake Monroe, and the successful experiment started the Sanford district on its way to fame as the banner producer of Florida, and the city itself as the largest shipper of the produce in the South. Within a few years, Celery Avenue, running east from Sanford into the producing district was widely known, and the city itself had taken on new life and improvements. By 1912, more than 120 carloads, 300 crates in a car, were being shipped, and, within the succeeding nine years this output had been increased by nearly 5,000 carloads; in other words, for the season from November, 1920, to June, 1921, Sanford shipped 5,125 cars of vegetables, most of which were of celery.

The Atlantic Coast Line Railroad Company has a belt line serving the trucking territory. It is nine and a half miles long, with spurs branching off at convenient points for the placement of cars to be loaded by the growers. The railroad yards at Sanford have accommodations for approximately 700 cars. During a good season, shippers pay freight amounting to between $2,000,000 and $3,000,000. As the division repair shops of the road are also located at Sanford, the company is one of the leading institutions of city and county. Its shops employ 350 men, and the company has invested more than $300,000 in its plant.
SANFORD AS A WHOLE

Sanford has a modern form of municipal government, having adopted the City Manager plan in January, 1920, and the census of that year, which gave it 5,588 inhabitants indicated that it had increased more than sixty-six per cent over the preceding decade, and that it was the twelfth largest city in Florida.

Sanford has twelve miles of paved streets and twenty-two miles of sidewalk, and has an efficient police and fire department, the latter possessing modern fire-fighting apparatus and automatic equipment, its water, electric light and sewerage systems are in keeping with its reputation as a modern city.

Sanford's business streets are well kept and its stores up-to-date. Such public buildings as the Seminole County Court House and that given over to Federal affairs are substantial and sightly. In this connection, the Fernald-Laughton Hospital, a gift to the city by one of its prominent citizens, is worthy of mention. Its banks, schools and churches, form groups in themselves, speaking well for the intelligence, good taste and morality of Sanford. There are four banks in Seminole County, three of which are in Sanford and one in Oviedo, and they aggregate deposits of more than $3,000,000. Those established in Sanford are the First National, Peoples and the Seminole County banks.

Besides the banks, of late years there have been behind the progressive spirit of the city and county, the Sanford Chamber of Commerce and the Herald, the latter founded in 1908. In the promotional list of agencies are also the Woman's Club and the Rotary and Professional and Business Woman's clubs.

SCHOOLS OF THE COUNTY

Seminole County has twenty-five schools, employing eighty teachers, and having a combined enrollment of about 3,000 pupils. At the head of the system is the Sanford High School, with an enrollment of 966 in all grades and departments, 178 being high school pupils. In addition to the Sanford High School, Seminole County has a good four-year high school course at Oviedo, and institutions doing partial work at Geneva, Chuluota and Longwood. Among the many grammar schools, that known as the Lake Monroe Grammar School, four miles north of Sanford is especially worthy of mention. There is also a state standard school at Altamonte Springs.

OUTSIDE TOWNS AND COMMUNITIES

As stated, Oviedo, on the south shore of Lake Jessup, is second to Sanford in importance. It is the center of a rich fruit and vegetable section, and has fruit packing houses, lumber mills and a good business, industrial and substantial standing. It is on both the Atlantic Coast and Seaboard Air lines.

Geneva, in the northeastern part of the county on the Florida East Coast line, is near Lake Harney, and as it is in the citrus fruit belt, has a cannery and packing houses, with the usual number of stores. It is also on the Dixie Highway and connected with Sanford by a good brick road.

Longwood, twelve miles southwest of Sanford, is on the main line of the Atlantic Coast Line Railroad. It is both in the pineries and in the citrus fruit belt.

Altamonte, south of Longwood, is similarly favored, and both are favored resorts. Chuluota is an old town of Indian ancestry, and, although surrounded by a country rich in agricultural wealth and stock raising, is being developed by the Florida East Coast Railway for its promise as a tourist resort.
Lake Monroe is a little community located about five miles northwest of Sanford, on the Atlantic Coast Line, in the midst of a thriving truck area irrigated by artesian wells, and Lake Mary, a few miles farther to the southwest, is in the heart of the high pine lands and the orange lands.

In the same direction, but a little farther to the north on another line of the Atlantic Coast Railroad is Paola, surrounded by farms and orange groves and winter homes, while in the southwestern corner of the county is Forest City, buried in stately oaks and banked by orange groves and farms. In the immediate vicinity are the Wekiwa and Palm springs and a beautiful rolling country.

No more pleasant place could be selected than this locality to leave Seminole County via the Atlantic Coast Line.
CHAPTER XXXIV

FERNANDINA AND NASSAU COUNTY

From the discovery of Florida to the present time, the deep water entrance at the mouth of the St. Mary's River, known as Cumberland Sound, has been marked by mariners and economists as one of the best harbors and most promising commercial ports along the south Atlantic coast. The early Spanish explorers by sea could not enter the harbor at St. Augustine, with their large craft, but had no difficulty in making the harbor at Fernandina. Among their first settlements were those which were founded there and on Amelia Island and which became leading centers of Catholic missionary work, with its attendant tragedies. During the English occupancy of Florida, the largest British ships anchored in the harbor.

Fernandina Occupied by U. S. Troops (1812)

Immediately preceding the War of 1812 between the United States and England, the Republic of Florida was formed by Georgians and Floridians along the St. Mary's River. Fernandina had become an important port of entry for the world's commerce, and, in the protection of American interests, it was thought best to occupy it, although in Spanish territory. This was done by Republican troops and a naval expedition of nine war ships which were sent into the harbor by Gen. George Matthews, a secret commissioner dispatched from Georgia by Secretary of War Monroe, when it seemed probable that hostilities would break out between the Americans and the British. Fernandina was then held by a small Spanish garrison, which surrendered on March 17, 1812, and an agreement was formulated by which, should there be war between the United States and England, English ships should not be allowed to enter after May 1, 1813. This action, as well as the advance to St. Augustine, was deemed the invasion of Spanish territory by the Washington authorities, hostile action against a friendly power, and all American troops were withdrawn temporarily from Florida.

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Because of its importance as a naval base in southern waters, in March, 1861, it was occupied by the Federal forces and remained in their possession throughout the Civil war. In the Spanish-American war, its splendid harbor and healthful location logically made it one of the three great Florida camps of debarkation for Cuba—the other two being Jacksonville and Tampa. The World's war also brought the natural and artificial advantages of Fernandina harbor into practical use.

The United States Engineer Department of the Federal Government commenced the harbor improvements along the line of the jetty system, in 1881. Work was continued with small appropriations until placed under the continual contract system with an appropriation of nearly $2,500,000. Before the improvement of the entrance, the average low water depth was about twelve feet on the bar, with a tidal rise of six feet, or eighteen feet at high water. The prosecution of the jetty system was undertaken with the aim of obtaining a low water depth of eighteen feet and a high water depth of twenty-four feet. The plan was to carry out from Amelia Island on one side and Cumberland Island, on the other, two nearly parallel walls or embankments, in order to confine the currents outflowing from the St. Mary's, and the tidal streams meeting in Cumberland Sound, and carry them out to sea between these jetties, thus maintaining a scouring inflow sufficient to help open a deep sea channel. All this has been accomplished, and even more, since vessels can now enter the harbor drawing twenty-four feet at low water and thirty feet, at high water.

The general trend of events which has made Fernandina a leading port, aside from its fine harbor, is that centering in the development of the lumber and fruit industries; the discovery and growth of the phosphate interests and the transfer of the naval stores business to a more southern territory.

The Present City

The city of Fernandina, which has a population of 5,457 people, according to the census of 1920, is built on the north end of Amelia Island, having a bold shore line of nearly two miles, the larger part of which is provided with substantial docks and wharves, placed along the deep-water channel. Railway tracks run along the inner line of wharves, connecting the land systems of transportation with the ocean traffic.
Through the Seaboard Air Line, it is in close communication with all Florida and the north and west, and, through its steamship connections, with Savannah, New York and the European ports.

The commercial and industrial aspect of Fernandina is therefore imposing, with its improved water front and its industrial plants which are so representative of northern Florida. A large phosphate elevator, oyster canneries, fish houses, ice factory, saw and planing mills, lumber yards, warehouses for fruits and vegetables and yards for naval stores, are a few of the manifestations of its standing as an extensive port of entry and export.

Considered as a city of residence, its location is most advantageous. It is on the inner shore of a sea island twenty miles in length and about two in width, the ground rising gradually from Nassau Sound and Amelia River toward the south to a height of seventy-five feet at the rear of Fernandina, the natural drainage of the city could not be better. Being entirely surrounded by salt water, with a strong tidal current of six feet rise and fall, the waters of the harbor are kept pure, and the prevailing southeast winds blow down the island and the city with refreshing and health-giving constancy. Fernandina has an adequate sewerage system, excellent water works and an electric light plant, many shelled and well paved streets, and other accessories of an American community. These include the First National Bank and the News-Record, the latter founded in 1889.

Fernandina is connected with the mainland by an electric street car line, which also extends to Amelia Beach, with its bath houses, pavilions, casinos and other appointments of a well ordered ocean resort.

The County at Large

The original Nassau County, with its natural boundaries of the St. Mary's and Nassau rivers and the Atlantic Ocean was formed December 29, 1824, being taken from Duval County. In 1830, its population was 1,511; in 1850, 2,164; in 1870, 4,247; in 1890, 8,843; in 1910, 10,525; in 1920, 11,340.

In the early settlement of the county, Nassau was one of the best timbered sections of Florida, but its proximity to Jacksonville and the ease with which logs could be moved by either rail or water, have almost denuded it of the heavier timber. Many tracts of cut-over land have been turned over to the cattle raiser with good results. Other portions of the county, with a soil mainly of sandy loam have been brought to a high state of cultivation, especially in the raising of sweet potatoes, and such fruits as grapes, plums and peaches. Nassau County is also a good pecan section of the state. It is preeminent as a producer of sweet potatoes, leading all the counties of Florida in the value of its crop, $231,000. Several of the other counties exceeded in number of bushels produced, but Nassau County sweet potatoes brought the highest prices in the market.

Transportation facilities are abundant throughout the county. The Sea Board Air Line connects Fernandina and the eastern sections with Jacksonville and the west Gulf coast; the Atlantic Coast Line accommodates western and southwestern points, and the Southern Georgia and Florida cuts through the extreme southwestern sections. The junctions are Callahan (the Sea Board and Atlantic Coast lines) and Crawford (the Sea Board and the Southern Georgia).
Silver Springs, One of the World's Largest and Most Beautiful Springs

Blue Springs, Marion County
CHAPTER XXXV

OCALA AND MARION COUNTY

From the early Spanish times, even in the days of De Soto, the region of Central Florida traversed by the Ocklawaha River, was noted for its fertile soil, the beauty of its landscape and its wonderful springs. The Indian province of Ocaly was particularly famed for its profusion of fruits, and when the first settlers came into the country broad acres of wild orange groves studded the rich hammock lands. Still later, standard cultivated varieties were introduced, in some cases being grafted on the wild stock, and such home grades were produced as the Pineapple and the Parson Brown. The culture of oranges was led by such pioneers as Col. A. L. Eichelberger, James A. Harris, P. P. Bishop, Charles W. White, J. O. Matthews, J. B. Borland, John F. Dunn, Stanton Borland and George W. Wilson. Grapefruit was also introduced into Florida through the citrus fruit growers of Marion County. But the country famous for so many years for its citrus fruits, although still bearing wonderful groves, has become more noted for its output of phosphate, naval stores and vegetables.

COUNTY FORMED

What is now known as Marion County, with its area of 1,640 square miles almost in the geographical center of the state, was formed, on March 14, 1844, from portions of Alachua, Hillsborough and Mosquito (afterward Orange) counties; in 1849, Putnam acquired some of its territory, and in 1877 Levy also took away a piece. The Town of Ocala was founded in 1847, before these excisions occurred.

HISTORICAL

It was through the forests of Marion County that Osceola, with his Seminole bands, roamed and hunted, and one of his villages was five miles southwest of the present site of Ocala. There and in other settlements, the Indians produced maize and other crops. The site of Osceola's Village near Ocala is now occupied by four silos and a feed lot for cattle, and is owned by the president of the Ocala National Bank, John L. Edwards.

There are other historical points near Ocala. About two miles to the north is the site of old Fort King, near which General Thompson and his fellow officer were murdered by Osceola, and in the northwestern part of the county, near Irvine, was located old Fort Drane, also associated with the Seminole wars. In that locality was a farm on which Osceola once lived.

On account of its central location, Ocala and Marion County have their associations with the Confederacy. At Ocala were the homes of Bullock, Dickinson and Martin. The latter was the last member of the Confederate Congress from Florida to pass away. At the conclusion of the Civil war, Ocala had a population of only about 200.

RISING OF THE PHOSPHATE INDUSTRIES

The founding of what may be termed modern Ocala and Marion County dates from the discovery of hard rock phosphate in commercial
quantities and the commencement of its development, in 1889. It is said that a number of farmers had used it as fertilizers previous to that year.

In 1890, the year after the first steps had been taken by Messrs. Vogt, Dunn, the Teague brothers and Inglis, the shipments amounted to 18,363 tons and, within the succeeding twenty years, have increased to 500,000 tons. The principal shipping ports for the high grade rock in Florida are Fernandina, Port Tampa and Port Inglis. The wonderful development of the phosphate industry has brought a large share of the prosperity which has come to Ocala and Marion County during that period.

The largest phosphate mines in the state are in the Dunnellon district of Marion County. There are also large deposits of limestone, which are manufactured into lime, ground for agricultural purposes and used for road building and structural purposes. Lake Weir sand is also used in large quantities for building and road construction.

Other Industries

Marion County is where the uplands and the lake region of Florida meet. McIntosh Lake in the north, Lake Weir in the south, and a string of fine bodies of water surrounded by fertile lands in the east, make for both beauty and fertility. These lands are comparatively level. Most of the richest of the muck soil lies in the valley of the Ocklawaha. West of that stream are the uplands, a rich and rolling country of farm lands and large tracts of hardwoods, palms and wild flowers. In that section of the county is the National Forest and most of the 26,000 acres of

(Courtesy of the Bureau of American Ethnology, Smithsonian Institute)

Osceola
wooded land from which are drawn the naval stores and the lumber, with manufactured products, which are such considerable sources of wealth. Throughout the county, $235,000 is invested in turpentine stills and other property and $203,000 in crate and lumber mills. In the ice and storage plants for fruits and vegetables, and for private consumption, more than $242,000 is invested. The total investments for all industries amount to $786,173.

NATIONAL FOREST PRESERVE

In the eastern part of the county, in the lake region, is the National Forest preserve, the smaller of the two tracts set apart by the Government

in Florida in the line of conservation of the natural resources of the country. With its sand dunes, spruce pines, vines and evergreen shrubs, some of which are not found outside of Florida, this preserved section of nature is of much interest to scientists and lovers of the outdoors.

EARLY VEGETABLES AND LIVE STOCK

The production of early vegetables for the northern markets has become one of the big industries of Marion County. The chief truck crops of the county are tomatoes, cabbage, string beans, lettuce and cucumbers. Marion is also a large producer of watermelons and cantaloupes, and Ocala is a leading point for melon buyers during the season. The figures furnished by the State Agricultural Department show that for the year 1920, the growers of the truck crops mentioned realized more than $531,000 from their sale.
Marion County was a pioneer in the introduction of pure blooded livestock into Florida, and in that line the breeding of registered hogs has borne a leading part. Horses and cattle are also successfully raised, and dairying has made great progress of late. The three classes of live stock mentioned represent a money value of more than $800,000 and during the season of 1920 the dairy cows of the county yielded 252,975 gallons of milk valued at $124,418.

THE CITY OF OCALA

As Ocala is the geographical center of Florida it became the nucleus of an extensive railroad system, which first came from the north through the Seaboard Air Line and the Atlantic Coast Line, and, with the expansion of the phosphate industries, and the development of the region generally, was pushed on to the Gulf coast. Such sectional lines of road, as the Ocklawaha Valley Railroad, from Palatka to Silver Springs, were constructed, which, with the system of hard surfaced highways (comprising 225 miles in the county), tend to make Ocala readily accessible from all points of the compass. The Dixie Highway traverses the county; in April, 1920, the county voted $560,000 for other good roads, and $280,000 will be added to the fund as State and Federal aid. The result is that, for many years, Ocala has been a favorite city for conventions and meetings of all kinds.

An attractive, substantial city of 5,000 people, Ocala is a place of gardens and shaded streets. They radiate from the county court house, a modern structure of sandstone and a pretty public square. The business of the city is done in twenty-five adjoining squares. The Marion
County Hospital is located on a beautiful hill in the Southwestern part of the city. The Federal building is a block to the north of the court house and a block to the east is the new Carnegie library. The public utilities, which are municipally owned, include the water works, electric light and power plant and a modern sewerage system of the Imhoff type. The fire department is motorized. The lodges, churches and social organizations of Ocala are numerous and well supported. The Ocala Woman's Club has a nice home of its own and is thoroughly awake. The Ocala Rifles and the armory of that widely known organization are worthy of mention, as well as the county post of the American Legion. The city and the county are actively represented and promoted by the Marion County Board of Trade and two newspapers. The oldest of the latter is the Banner, founded in 1866, and Frank Harris, the veteran of Florida journalists, is still conducting it. The Star, founded in 1895, issues both a daily and a weekly edition, and is owned and edited by J. H. Benjamin. Ocala's National Bank is well conducted under the presidency of John L. Edwards. In short, the little city has everything necessary to its health, comfort, happiness and progress.

THE COUNTY SCHOOLS

The centers of the county system of schools are the accredited high schools of Ocala and Dunnellon. Besides the high school building, housing also the grammar grades, there are two grade schools in Ocala, and sixteen schools outside Ocala give instruction in high school subjects. Altogether, there are 68 schools for white pupils in the county. The Industrial School for (Delinquent) Girls is also located at Ocala. The negroes of the county support fifty-one schools. The Howard Academy, co-educational, is at Ocala, and the Fessenden Academy about seven miles north.

NATURAL ATTRACTIONS

The natural attractions of Marion County are many, but perhaps superior to them all are its natural springs. Silver Springs, near Ocala, flow more than a million gallons every three minutes, and are said to be the largest in the United States. Then come Blue Springs, near Juliette in the southwestern part of the county—and there are others. The Dixie Highway runs along the crest of the hills above Orange Lake and Lake Weir, and there are other routes of travel in the delightful lake region which are perpetual sources of delight to the Florida tourist and resident.
Winter Crop of Sugar Beets at Oldsmar
Sweet Potatoes

100% Stand of Winter Lettuce
Picking Cucumbers for Northern Markets
A Good Bean Crop

Sugar Cane
Tomatoes a Leading Crop

VEGETABLE GROWING
CHAPTER XXXVI
LAKE CITY AND COLUMBIA COUNTY

Columbia County, with its area of 792 square miles, is one of the old, prominent northeastern counties of the territory and the state. It is bound on the north by Georgia; its northwestern boundary is formed by a loop of the Suwannee River, its western by Suwanee County, and its southern and southeastern by the Santa Fe River and its northern branch, Olustee Creek. Baker County forms its eastern boundary. The general shape of the county is oblong. It is well watered and its soil fertile. Prior to the rapid development of the more southern sections of the state, Columbia was the banner agricultural county of the state, but its chief source of wealth for some years has been its forests of yellow pine and cypress.

WEALTH OF YELLOW PINE AND CYPRESS

Northern and north-central Florida still grow the finest and most extensive forests of yellow pine, and the great valley of the Suwannee is especially favored. Of this superb wooded region, Lake City is the most important lumbering center. Columbia County is also in the cypress belt of northern Florida, and for many purposes the wood is superior to pine. As material for shingles, tubs, pails, crates and other receptacles exposed to dampness and rain, as well as for bridge and wharf timber, sills, piazzas and other unprotected structural work, cypress is much preferable to pine. Both are at the basis of the leading industries of the county, and particularly of Lake City. Over $100,000 is already invested in the saw, planing, shingle and other mills using these woods as raw material and more than $500,000 is paid out as wages. Nearly $200,000 is also distributed to those employed in the turpentine stills of the county. These figures are from the last report of the commissioner of agriculture.

AGRICULTURAL COLUMBIA COUNTY

As an agricultural county, Columbia is still a leader, although by no means the leader in the state. In 1920, of the 131,283 acres of farm land within its limits, 68,966 were improved. Corn, cotton and peanuts, according to the actual returns of the commissioner, are now the banner crops of the county. In 1920, more than 18,000 acres were cultivated to corn, and the product for the year was valued at $181,460. The northern portion of the Suwannee valley in Florida is well adapted to the raising of cotton, especially the sea island variety. Suwanee, Hamilton and Columbia counties are the leaders in that line. Columbia reserved more than 3,000 acres for cotton and, in 1920, raised a crop valued at $115,000. The 10,000 acres of land devoted to peanuts yielded $108,000 in money. More than 141,000 industrious barn-yard fowl produced an income of $86,000, with little expense to their owners.

A number of years ago, the farmers of Columbia County had rather high expectations as to the cultivation of tobacco and sugar cane, but the outcome has failed to realize them. No tobacco returns were made in 1920, and the total syrup yield of the sugar cane crop was valued at less than $40,000. Although far above the accepted orange belt of
Florida, the horticulturists of Columbia County claimed that their section presented most favorable conditions for the raising of peaches and grapes. The returns from the grape crop are insignificant—not of commercial account—and although $7,000 or $8,000 worth of peaches are produced, little more than half of the 22,000 trees in the county are bearing fruit.

Columbia County is well adapted to cattle raising. Its native grasses, which are nutritious, and a source of some profit as a crop, go far toward maintaining its 30,000 cattle, valued by the assessor at $438,000. It is about twelfth in the State as a cattle county.

All of which goes to show that while Columbia County has substantial wealth in the products of her soil, newer and more southern sections of the state, with greater areas of farm lands at their disposal, have overtaken her, in things agricultural.

THE COUNTY AND CITY IN HISTORY

The period from 1883 to 1906, while Lake City was the seat of the State Agricultural College and which also marks the era of pronounced railroad development in the county, represents a continuous progress in population and general development. But the history of this section of the state goes much farther back than forty-five years.

Columbia was the sixteenth county created by the Legislative Council of the territory, on February 4, 1832. Four days later, Franklin came into being as a political entity. At that time, the authorities were endeavoring to come to some understanding with the Seminoles as to their migration westward, and during the May following the creation of Columbia was signed the treaty at Payne's landing, on the Ocklawaha River in what is now Marion County. Among the leading Seminole leaders then in Florida was the Alligator chief, known as Halpatti Tustenuggee. It is said that he "was the shrewdest and craftiest of the Seminoles. He was more than forty years of age, but still in his prime. He spoke English easily, was an agreeable companion and had attractive manners. He knew the country perfectly, was a skillful leader and possessed great influence."

As is known by students of Florida history, although approved by Congress the treaty of Payne's Landing went awry, and the seven years' war, so filled with slaughter for both whites and reds, was the result. Alligator, whose village was on the site of the Lake City of today, was a leading figure in the hostilities, and, sad to relate, he participated in the horrible Dade massacre of 1835. In fact, the chiefs Micanopy, Jumper and Alligator, were the most active organizers of the terrible ambush near the Wahoo swamp, which resulted so disastrously for the American command. Afterward, he was induced to leave Florida for the western lands reserved for his people in Arkansas, and in the fall of 1841, about a year before the conclusion of the war (known as the Second Seminole), was returned to Tampa Bay to aid in the negotiations with the Indian warriors yet in the field—estimated at some 1,200 under the fierce Wild Cat. This was the last event of any importance in which the chief figured, who gave his name, Alligator City, to the immediate predecessor of Lake City.

The political step by which Columbia County reached its present area and form was the creation of Suwanee and New River1 counties, on December 21, 1858. By that time, although there had been much incorporating of railroads designed to run between Jacksonville and Pensacola and from the Atlantic coast of Florida to the Gulf, the only lines which had been actually put in operation were those from Tallahassee to St. Marks, a distance of twenty-three miles and from St. Josephs, on the bay by that name (an arm of the Gulf of Mexico) to Iola, a village

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1 New River County changed to Bradford, on December 6, 1861.
on the west bank of the Apalachicola River. In the year 1834 it had been planned to build a line from Jacksonville to Tallahassee. But the second Seminole war of seven years' duration threw all railroad enterprises into the discard; then came more planning for lines east, west and south of the Alligator City territory, closely followed by the disorganizing panic of 1857. Among other lines projected was the Florida, Atlantic & Gulf Central, from Jacksonville to Alligator, sixty miles, and the Pensacola & Georgia, from Alligator to Tallahassee. The panic staggered these and other enterprises which might have benefitted Alligator City and Columbia County. But when the Civil war commenced, of the 416 miles of railroad constructed in Florida, 174 miles in operation lay between Jacksonville and Alligator (now Lake City). The continuity of that route was much disturbed by the wrecking operations of the Federal troops in 1861-65. To establish military connections with the northern roads, however, the Union authorities built from Monticello and Live Oak to Thomasville and Dupont, Georgia.

Midway in the Civil war the line from Pensacola to Quincy, Gadsden County, was constructed and afterward extended to Lake City, and in 1868 the Florida Central Company took over the line operated by the Florida, Atlantic & Gulf Central and, under that name, operated it for fifteen years. Its successor, the Florida Central & Peninsular Railroad Company, was absorbed by the Seaboard Air Line, in 1900, and since that eventful year Columbia County and Lake City have had the advantage of the expansion of the parent line, east and west, into a great system which embraces the central and western sections of Peninsula Florida.

In the early '8os, extensions from the Georgia system of railroads commenced to be made into Florida by way of Live Oak, and under the auspices of the Florida Southern Railroad Company. By the spring of 1884, Gainesville had been reached. Two years afterward the line was extended to Lake City from the junction by that name. In 1892 these lines were merged into the Plant system (Atlantic Coast Line).

The Georgia Southern & Florida line, gives Lake City and Columbia County direct connections with the sister state to the north.

**LAKE CITY**

Lake City, which is fifty-nine miles west of Jacksonville and 100 miles east of Tallahassee, is on the western division of the Seaboard Air Line and is the largest city on that road between the two points mentioned. Its position in that regard seemed assured so long as the State Agricultural College remained there, which was from 1883 to 1905, when the Legislature passed the Buckman bill, making Gainesville the center of the state system of higher education. The center of the population of Florida had by the latter year shifted so far to the south that it was the only logical and just step to be taken by the State Board of Education. Undoubtedly, however, it was a setback to Lake City, which had retained a comparatively large permanent population for more than twenty years on account of the location of the State Agricultural College there.

There were several claimants for the location of the college, Alachua and Brevard (Eau Gallie) counties being in the list. The claims of central and eastern Florida were even then recognized. A temporary college building was erected at Eau Gallie, in 1875, but no educational work was accomplished. In 1877, the project for a working Agricultural College was taken up by the educational authorities, in earnest, and in 1883 the old, established influence of northern Florida prevailed and Lake City was selected as the site of the institution. One hundred and twelve acres of land suitable for agricultural, horticultural and ornamental purposes were secured from the city and its people, and citizens also contributed $15,000 toward the erection of college buildings. During 1883-84, the first structures for the Agricultural College were completed. Two years afterward, the board of trustees of the college made a formal
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step to consolidate the interests of the Florida University at Tallahassee and the Agricultural College at Lake City, under the name of the University of Florida and Agricultural College. In 1887, the Florida Agricultural Experiment Station was established in connection with the college, which had become the most vigorous unit in the university system and added much to the growth and standing of Lake City. In 1903, a general recognition of that fact was evidenced in the legislative bestowal upon the local institution of the name, University of Florida. The institutions at Tallahassee were known jointly as the Florida State College. In 1905, however, under the Buckman Act, all the institutions of higher learning were consolidated and coordinated under the name of the University of the State of Florida and the Florida Female College. All but the Florida Female College and the Florida Agricultural and Mechanical College for Negroes were centered at Gainesville. The selection of the latter city as the location of the university was made in July, 1905. Until suitable buildings could be erected at Gainesville, the work of the university was conducted at Lake City, but since the summer of 1906 the functions of the university have been continuously performed at Gainesville.

Lake City is now a well-conducted municipality of about 3,500 people (1,341, by the census of 1920), with substantially paved streets lighted by an electric plant which is municipally owned. Not only are the brick pavements, the cement sidewalks and the beautiful streets of the city lighted, but both power and lights are furnished to the industries and private homes of the place.

Although Lake City is no longer a university town, its public school system maintains its high standard of excellence. Its grammar and high schools are attended by more than 600 pupils. The county is divided into three districts, with the county seat as its administrative center. The commissioners for the districts are elected every two years, and the schools are maintained by a county and state tax, provision being made for additional schools by special taxation.

The trade and commerce of Lake City are largely dependent upon its lumber and naval stores. It has the largest lumber mills and wood manufactories of various kinds in the interior of the state, and three banks enable its manufacturers and merchants to advantageously conduct their enterprises. The Columbia County Bank, First National and State Exchange banks are the financial institutions which so satisfactorily occupy the local and county field. The locality has also an able supporter and champion in the Reporter, established as early as 1874, nearly ten years before Lake City became the seat of the Agricultural College and when it was simply a rough lumber town.

Watertown and Other Shipping Points

Among the best known shipping points and railroad stations outside of Lake City, which give transportation to the best sections of Columbia County, are Watertown on the Seaboard Air Line, two miles east of the county seat; Fort White and Columbia, on the Atlantic Coast Line, in the southern part of the county, and Lulu, on the Georgia Southern & Florida, in the southeastern part.

The largest of the lumber mills are located at Watertown, just north of Alligator Pond, and are owned by the East Coast Lumber Company. Spurs from the Seaboard Air Line run out into the woods in all directions and bring the logs to the saw mills.
CHAPTER XXXVII

BRADENTOWN AND MANATEE COUNTY

The original Manatee County, formed January 9, 1855, stretched along the Gulf coast from Tampa Bay to Charlotte Harbor and inland to the Kissimmee River and Lake Okeechobee. In 1877, DeSoto County was taken from it, and, in 1921, there was formed from its southern sections the new county of Sarasota, with Sarasota as the seat of justice. Before the last division, which about divided Manatee County in half, its area was 1,275 square miles, and its population was 18,712, of which the three cities, or communities, of Bradentown, Palmetto and Manatee, at the mouth of the Manatee River, formed nearly one-half.

FERTILE COAST AND RIVER SECTIONS

The Manatee River, which passes through the county from east to west, drains and waters its territory, with the assistance of a branch of the Little Manatee River coming from Tampa Bay and the north. The region is also in the artesian belt of Florida, so that growing crops need never suffer from irrigation. Along the beautiful coast lands, in which are gathered most of the large communities and winter resorts, are green and golden groves of grapefruit and oranges and acre after acre of vegetables, such combinations of beauty and profit gradually expanding into the interior along the valley of the Manatee. The truck farms and gardens which have yielded, of late years, to the best advantage are those planted to tomatoes, cabbage, lettuce, egg plant, pepper and celery. The vegetable industry is an old one in Manatee County, and prior to the coming of the railroad the truck crops were shipped from Palmetto, where they were first successfully cultivated, by steamer to Tampa. Some of the largest grapefruit groves in the world are also found in that vicinity.

FOREST AND ARTESIAN WEALTH

There are large areas of pine lands still uncut in Manatee County, so that the manufacture of turpentine is still one of its large industries. In 1920, $6,425,000 was invested in turpentine properties; 536,500 gallons was produced, valued at $627,975. Artesian, or flowing wells, also constitute a valuable source of wealth. It is impossible to determine the exact value realized by growers on account of the abundant and permanent irrigation furnished by such flowing waters, but that farmers and gardeners realize their worth is evident from the fact that they have already invested more than $500,000 in lands, buildings and machinery to make them available. The flowing wells are chiefly situated along the coast, and for some distance inland, along the Manatee River. Those along that stream vary in depth from 200 to 600 feet. The flow of the wells nearer the coast is obtained at a greater depth.

BRADENTOWN

The growth of Bradentown along modern lines has nearly all occurred within the past fifteen years. In 1900, it was a little incorporated village of 350 people, and prior to 1908 its water and sewer systems were small.
and crude. In the latter year the work of municipal improvements was begun and within the next decade it had twenty miles of asphalt and brick pavements, thirty miles of cement sidewalks, and a complete system of water works, sanitary and storm sewers, had replaced the small artesian wells and crude sewers of 1908. Its electric plant was developed by a private corporation. During the same period, a three-story courthouse of reinforced concrete was erected at a cost of $100,000; a new high school building for $35,000 and a city hall for $7,000. But perhaps the most far-reaching improvement was the free bridge completed across the Manatee River, in 1910, built by the cities of Bradentown and Palmetto. The Tampa, Southern and Sea Board Air Line also have bridges across the river, the first from Bradentown to Palmetto and the latter from Palmetto to Manatee and so on to Bradentown. Thus the three communities are made one for purposes of friendship and cooperation. A White Way also connects them as one cheerful household. To cement them even more firmly, each has a stirring Board of Trade. The Bradentown organization has over 200 members.

Bradentown has two substantial banks, the First National and the Bradentown Bank and Trust Company. Its two newspapers are the Manatee River Journal, established in 1888, and the Bradentown Herald, founded in 1900. The latter is the official county paper.

The public schools include the senior high school, with a total enrollment of 319 pupils, of whom 205 are in the high school department, and two state standard schools, of which one is attended by grammar grade scholars alone. A free reading room is open to the public, the churches are representative of all denominations, social activities are of a high standard, recreations are varied and the free auto camp, established in 1920, as well as a comfortable community house, are public institutions which round out the character of Bradentown as a modern little city.

Palmeto and Manatee

Palmetto, which is opposite Bradentown on the north bank of the Manatee River, is a thriving town of 2,200 people, with eight miles of brick paved streets and fifteen miles of cement sidewalks, well lighted by electricity, water works and a sanitary sewer system, a Carnegie library, a high school of the senior rank and a state standard grammar school. Its three churches—the Methodist Episcopal, South, Baptist and Presbyterian—contribute to the spiritual uplift of the people. There has never been a saloon in town.

Palmetto is one of the largest fruit and vegetable shipping points in Florida. Some 5,000 carloads of such produce are shipped annually over the Seaboard Air Line and Tampa Southern railways. The plant of the Southern Ice Company is a valuable accessory along this line of business. Of the two banks, the Manatee State is the oldest institution of the kind in the county, and, with the Palmetto State (organized in 1912), has resources of nearly $750,000. Safe banks, a live Board of Trade, a good newspaper—the Palmetto News, founded in 1894—pure water, adequate transportation, invigorating outdoor pleasures, and comfortable living conditions, all make Palmetto what it is.

Manatee, just east of Bradentown, is the oldest settled community in the county and takes its name from the great salt-water sea-cow, which formerly disported in the waters of the river. It is a charming residential place, with an admirable water system, sanitary sewers, electric lights, pretty parks, etc. At Manatee, also, is one of the noted medicinal springs of the state, and the city makes its waters free to residents and visitors. Its industries include lumber mills, crate factories, packing houses for fruits and vegetables and a preserve factory.
Outside of the three sister communities, are several prosperous hamlets, supported and advanced by the products of the fertile country around. Ellerton, in the midst of the famed hammock lands, on the northern banks of the Manatee River east of Palmetto; Terra Ceia, on an island eight miles north of Palmetto, and Piney Point, in the northwestern part of the county, are centers of fruit and vegetable culture and growing communities.
CHAPTER XXXVIII
ARCADIA AND DE SOTO COUNTY

The original DeSoto County was formed from Manatee, on the 9th of May, 1887, and continued to be one of the largest counties in the state until April 23, 1921, when Charlotte, Hardee, Highlands and Glades counties were taken from it. The present and greatly reduced DeSoto County continues Arcadia as its county seat.

That prosperous town of about 3,500 people is located a few miles northwest of the center of the county, and, although only about thirty years old, is the junction of three important railroads—the Atlantic Coast Line, East & West Coast (Seaboard Air Line) and the Charlotte Harbor & Northern. The Dixie Highway also approaches the city from all points and the streets within its limits are well paved with concrete or asphalt. Palmetto trees line its main business streets, and oaks, eucalyptus, maple, camphor and pine trees are added to the residence thorough-fares, with their pleasant home and nicely kept lawns. The town lies on the eastern bank of Peace River, ten miles above tidewater and sixty-one feet above sea level.

About a dozen miles east and southeast of Arcadia are the aviation camps known as Dorr and Carlstrom fields. As far as these points, the Dixie Highway is solid concrete, and, with less noted highways, is being hard-surfaced to Fort Myers, Lee County, and toward the Lake Okeechobee district and the east coast. The eastern extension is known as the Government Air Service line. So strongly has the tourist tide set into DeSoto County that convenient tourist camps are well under way at Arcadia, Gardner and Fort Ogden.

The school advantages at Arcadia are worthy of the place. In all the grades of what is known as her senior high school are enrolled 745
pupils, of whom 153 are credited to the high school department proper. There is also a small school for pupils of the lower grades.

The town also maintains two newspapers. In October, 1887, the Arcadian was established, and in October, 1896, it was absorbed by the DeSoto County News. The Enterprise was first issued in 1895.

Arcadia is substantially a new town, as most of its old buildings and others of more recent date were swept away by the fire of November 30, 1905. It is now a neat, business-like center of a productive citrus, trucking and cattle region. Naturally, that fact is reflected in the representative business of Arcadia. In 1920-21, 77,000 boxes of oranges and grapefruit were shipped from the place, and it has a number of large fruit-packing and vegetable warehouses.

Before its division, DeSoto County raised more cattle than any other county in the state. It stood third in oranges, fourth in the production of grapefruit; also third in the culture of Irish potatoes and watermelons, fourth in the raising of cabbages, tomatoes and string beans, and sixth in sweet potatoes. With the great shrinkage of its territory, this record would be overturned, although the fact remains that even the DeSoto County of today is one of the banner counties of Florida in matters of soil production.
Pinellas County Bananas
Representative Dairy Herd
An Assured Income Citrus Grove

Thorougghbreds

Eight-year-old Grapefruit Tree—Produces Six to Ten Boxes Yearly
Leghorns Lead in Popularity
Luscious Grapes Grow Abundantly
CHAPTER XXXIX

LIVE OAK AND SUWANEE COUNTY

The beautiful Suwanee River, which flows into Florida from Southern Georgia, takes a graceful bend around the northern and western borders of what is now Suwanee County, throwing out the Santa Fe River to the east to form its southern limits, as well as those of Columbia and Union counties. On the banks of that noble stream, known to the Indians as "deep water," were great plantations of cotton in the ante-bellum days, and spacious colonial mansions as evidences of their prosperity. The Apalachicola and Suwanee rivers were the most important navigable streams of Western Florida, and during the Civil war were among the leading channels of communication between the southern states and the Gulf. Afterward, it was by way of Live Oak and the Suwanee and Santa Fe valleys that the Atlantic Coast Line (Plant) system entered Florida from Southern Georgia.

THE COUNTY AND ITS PRODUCTS

Suwanee County was created on December 21, 1858, on the same day that New River (afterward Bradford) was formed. It has increased in population from 3,821 in 1870 to 7,161, in 1880; 12,544, in 1890; 18,011, in 1900; 18,603, in 1910, and 19,789, in 1920.

Suwanee County is still preeminently the land of Florida's sea island cotton, producing, in 1920-21, 5,620 of the 7,150 bales raised in the state. The value of the county crop was $389,972 and that of the entire state $771,134. Among the counties of Florida it stood third in the amount realized from its peanuts ($428,251), fourth in its corn crop ($466,998), and also fourth in the value of its hogs ($313,262). As a producer of pecans, it was also the fourth county in the number of bushels raised (4,174). These may seem like dry, prosaic figures, but they tell the real story of a productive soil, well cultivated, better than much flowery speech.

The magnificence of the original forest of Suwanee County led the National Government, on surveying it, to reserve a considerable area for naval ship timbers. It is said that no other section of the state enjoyed that distinction. In 1885, this area, comprising some hundreds of homesteads, was opened for settlement. The land was promptly taken up and accounts largely for the rapid development of the decade from 1880 to 1890. It led many to settle in a country of such noble trees on the well proven theory that a soil producing forests is a strong and fruitful land.

The typical soil of Suwanee County is a gray sandy loam on a clay subsoil, resting on limestone. The elevation of the land is high for Florida—the carbonates of lime, especially, being 120 feet above sea level. These facts explain the dense original forest, now mostly cleared away, and the fine pecan trees and large peanut yield. The surface is gently rolling, is practically free from swamps and surface stones, and it is claimed that the percentage of tillable soil is higher than that of any county in the state. The pure-bred hog is one of the prides of Suwanee County, and it is third in the value of that branch of live stock. One of the results of such culture, a large meat-curing and packing plant opened for business at Live Oak in 1921 and another at Luraville, in the south-
western part of the county, is of a more recent date. During the season there were shipped to market, mostly from Live Oak, hog products valued at $435,000, and corn at $100,000.

Three railways pass through Suwanee County—the Atlantic Coast Line, Seaboard Air Line and Live Oak, Perry (Taylor County) & Gulf. These roads radiate from Live Oak like spokes in a wheel, and the result is that no land in the county is more than eight miles from a railroad and a shipping point. There are also 150 miles of graded sand-clay hard-surfaced roads in the county and $700,000 bonds voted for additional road construction.

There are 102 schools in the county, including a senior high school at Live Oak. The county seat is also the site of the Florida Memorial College, a normal school and preparatory institution, established in 1873 by the Bethlehem Baptist Association and in 1916 taken over by the General Baptist Convention.

As a municipality, Live Oak has a city-owned water works which cost $75,000, an electric light system, modern sewerage, a paid fire department with auto truck and chemical equipment, a $75,000 high school building, a handsome court house and a modern city hall. Uncle Sam has a substantial and convenient Federal home. The two newspapers are the Suwanee Democrat, founded in 1884, and the Present Truth Messenger, established in 1897. Other institutions which promote town and county: The Suwanee County Chamber of Commerce, Live Oak Rotary Club, Woman's Club and the two local banks, with resources of more than $1,500,000. Industrially, Live Oak presents two machine shops and a foundry, several saw and planing mills, a grist mill, a cotton gin, a factory for making a mineral tonic mixture for hogs, a meat packing house, and a barrel factory. It has also an ice and cold storage plant, two stock yards, and the usual assortment of stores in a place of the size and life of the little city.

Branford is a thriving town on the Suwannee River and the Atlantic Coast Line in the southern part of the county, with several mills and cotton gins, cold storage plant, a bank, a newspaper, a Board of Trade, and is the center of a fine farming and live stock country.

Wellborn, on the Seaboard Air Line, in the eastern part, is quite a shipping point for poultry and eggs, and Downing Park, on the Suwannee River and the Live Oak. Perry & Gulf line, has one of the largest cypress and pine mills in the state.
CHAPTER XL

QUINCY AND GADSDEN COUNTY

Quincy and Gadsden County are among the oldest of Florida towns and counties. The county has had several changes before it was reduced to its present area of 500 square miles. It is one of the small counties of the state, those of northern Florida being usually those of the most limited area; the older and those of earlier settlement being subject to the most frequent division and subdivision.

The original Gadsden County was created from Duval on June 24, 1823 and Leon in 1824. Calhoun was formed from Jackson in 1838.

Tobacco Field

Liberty was established in 1855, and from that year until 1909, the boundaries of Gadsden County remained unchanged. Then some slight changes were made in the Liberty County line.

QUINCY OLD ARISTOCRATIC TOWN

Quincy was settled about the time that the county was created and became its seat of justice. Among the settlements of that period were Apalachicola, Monticello and Marianna, and as Tallahassee had already been founded as the territorial capital, Quincy was in an area of preponderating population and political influence. In that section of the territory arose the aristocratic planters and politicians of the early period, and Quincy and Gadsden County added their large share to the southern flavor of the locality by laying out and successfully cultivating large plantations of tobacco. At the opening of the Civil war Quincy was one of the most active towns in the state, and a few days before Florida seceded it was the Quincy Guards who seized the United States arsenal on the Apalachicola with a large supply of arms and ammunition.
PRODUCTS OF THE COUNTY

The year after, the Pensacola & Georgia railroad was in operation from Lake City and Tallahassee to Quincy, but the operations of the war interfered with further extensions of what is now the Seaboard Air Line, and it was not until several years after its close that the road was in operation from Jacksonville to River Junction, or Chattahoochee. At still later periods the Louisville & Nashville gave through connections with Pensacola, and the Georgia, Florida & Alabama line came down from the north. Since the war closed, the large plantations have been gradually subdivided into small farms, and cotton-growing has been almost supplanted by tobacco-growing. It is claimed that Gadsden County now produces about eighty-five per cent of the Sumatra shade-grown tobacco raised in the United States. Its sugar cane crop also yields a fine and profitable grade of syrup, and its corn lands are excellent.

PIT OF OWL COMMERCIAL COMPANY, QUINCY

The Apalachicola River which bounds Gadsden County on the west and the Ocklawhaha River, which forms its eastern and part of its southern boundary, throw out branches into the county and furnish not only abundant drainage but unusual water power for mills. The lands of the county, generally rolling and elevated, range from heavy red clay, with forests of hard wood timber, to light sandy soil, with growth of pine timber, and have, for years, been a general source of wealth. The only mineral deposit of special value is fuller's earth. Although the county is known to abound in fine kaolin clays, the material mentioned is the only mineral which has been mined for commerce.

TOWNS AND SCHOOLS OF THE COUNTY

Quincy, the county seat, has a population of some 3,100 people, and is a thriving town in the center of the tobacco-growing section, with good railroad facilities and on the line of the Old Florida Trail, the transcontinental highway from Florida to California. It is also the nucleus of the county system of good roads, numbering more than 300 miles. Altogether, Quincy is a substantial town, with two banks, a newspaper (Gadsden County Times, founded in 1901), well paved streets, two good hotels, several large business houses, and a central point for the financial accommodation of a considerable area. Tourists from the north also
find it a convenient outfitting point when bound for deep-sea fishing on
the Gulf.

Chattahoochee, or River Junction, is the seat of the State Asylum for
the Insane, is the junction of the Seaboard Air Line and the Louisville
& Nashville (Atlantic Coast Line) systems, and has steamboat con-
nection through the Apalachicola River with Columbus, Georgia, on the
north, and with Apalachicola, on the Gulf, with all intermediate towns.

The schools of the county include the senior high school at Quincy,
and the junior high schools at Chattahoochee, Havana, Concord, Greens-
boro and Gretna. Havana and Concord in the tobacco district are
especially thriving hamlets, and their growth is indicated in the necessary
preparation under way to increase their educational facilities.
CHAPMAN HIGH SCHOOL, APALACHICOLA

Looking West Along Shore of St. George's Sound, Near Lanark

City Pumping Station, Apalachicola
CHAPTER XLI
APALACHICOLA AND FRANKLIN COUNTY

From the earliest historical times, the broad Apalachicola River, which heads in the mountains of Georgia and courses southward to the Gulf of Mexico, was marked as a waterway of binding power. In the mind of the old Creek Nation of the upper country it flowed into the Land Beyond and, as the runaway bands of the original stock were branded as Seminoles and neared the coast lands, they settled in contentment on its fertile lands and among its rich oyster beds. Oysters, fish and game were all so abundant that it is said that the Apalachicola region of Florida once supported thirty or forty thousand Indians of various tribes. The number of aboriginal mounds, and relics of arms, pottery and utensils,

in the vicinity of Apalachicola, show that there was a concentration of populations at the mouth of the river, with its fine natural harbor and sheltering islands. The Flint and Chattahoochee rivers, each more than 500 miles in length, effect a junction a short distance north of the Florida line and there form the Apalachicola. That system of waterways therefore connected a great inland country with the Gulf, and both for the Indians and white settlers meant the key to life, commerce and power of a vast country.

GREAT COTTON PORT

Three or four years after West Florida ceased to be Spanish territory, a settlement was formed at the present site of Apalachicola with a view of becoming the commercial outlet of the cotton country in Southern Georgia and Northern Florida. In 1828, cotton traffic was
regularly inaugurated on the river and in a few years many large steamers were delivering cotton at Apalachicola for export. The steamers ranged in capacity from 100 to 375 tons burthen, and plied the Chattahoochee, Flint and Apalachicola rivers to such advantage that by 1835 Apalachicola stood third in importance as a cotton port on the Gulf coast. At that time over 55,000 bales were being received annually at Apalachicola, and blocks of three-story brick buildings were being erected along the quay on Water Street. In 1836, dredging was begun in the channel, so as to admit vessels of ten-foot draft, the weekly Gazette was started, and as the cotton boom continued its publisher decided to issue a daily in 1839.

For several years, Apalachicola had a rival in St. Joseph, which as early as 1839, built a railroad thirty miles long from the Gulf Bay, on which it was situated, to Iola, a point on the river north of the juncture of the Chipola with the main stream. Two years afterward, the port was ruined by a scourge of yellow fever and the railroad iron taken up and sold.

**Apalachicola's Great Man**

In 1833, at the time that Apalachicola was on its rapid ascent as a cotton port, Dr. John Gorrie graduated from the College of Physicians and Surgeons, New York, and settled there to practice his profession. Soon he was at its head and prominent in the public affairs of the place, serving as he did, within six years, as a member of the City Council, treasurer, mayor and postmaster. During his practice, he conceived the idea of artificially cooling sick chambers, especially in the treatment of fevers and pulmonary consumption, and from 1844, when he wrote a series of articles in the exposition of that idea for the Apalachicola Commercial Advertiser, he devoted all his time to the practical development of his humane ambition. Having succeeded in cooling air through mechanical refrigeration, his next step was to freeze water, and the doctor's compressed air machine for that purpose was first exhibited by the inventor in 1850. The story runs that in the summer of that year, one of the guests of the Mansion house, then the leading hotel in Apalachicola, expressed a wish for ice with which to cool his wine. Monsieur Rosan, a native of Paris and a resident cotton buyer, who knew of the invention, wagered a basket of champagne that on the following day the desired ice would be manufactured in the dining room. A delighted and mystified company saw the unprecedented act accomplished then and there; and the Gorrie ice machine the first in the world was thus introduced to civilization. It was patented in May, of the following year, but, financially, he never realized anything from his great achievement. He went to New Orleans in his endeavor to obtain the means to build a large machine, but was disappointed and in June, 1855, died at Apalachicola, a broken man and philanthropist.

In 1899, largely through the efforts of the late Capt. George H. Whiteside, Doctor Gorrie's faithful friend and loyal supporter, a memorial statue was erected in the public square at Apalachicola, and on April 30, 1914, an impressive statue of the inventor was unveiled in Statuary Hall, Washington, D. C., in the presence of an assemblage of 200 representative citizens, mostly from Florida and adjoining states. The residence and record of Dr. John Gorrie at Apalachicola have made the city historical.

The Civil war, the resultant paralysis for years of the cotton trade of Georgia and Florida, and the subsequent coming of the railroads and their displacement of river transportation, were the great obstacles which barred the rapid advancement of Apalachicola.

**The City of Today**

The little city of Apalachicola, with its 3,000 people, is now largely supported by its fisheries, and in the preservation of their products, both
for home consumption and shipment, Dr. Gorrie's invention is the prime necessity; and the twenty-five ton ice plant, one of the chief local industries, is operated by Frank Whiteside, a son of the late Captain George H. Whiteside.

The very sidewalks and streets of the place are paved with ground oyster shells. There are several small marine railways which connect the numerous canning plants and packing house, for the handling of oysters and fish, which line the wharves along the bay. Half a dozen sawmills in and near Apalachicola, as well as shingle mills and a tank factory, also emphasize the fact that there is still considerable neighboring country yielding cypress, hardwood and pine.

Apalachicola, as a municipality, operates under the commission form of government. It enjoys a supply of wholesome water, a modern system of sewerage and an electric light system. Its modern high school, four churches and eight secret and benevolent organizations meet all normal wants of an educational, religious and fraternal nature. Two banks—the American Exchange and the Apalachicola State—keep the financial wheels in motion, and a live Chamber of Commerce and a well edited newspaper, the Times, put Apalachicola square before the public. The latter is owned and edited by H. W. Johnston, and as it was founded by him in 1881, both newspaper and proprietor have seen many changes in the community.

Besides having a free outlet by rail over the Apalachicola & Northern line, the city is the terminus of the National North and South Bee Line Highway, from the Great Lakes to the Gulf of Mexico. Apalachicola is also on the direct route of the Mississippi Atlantic Canal. It offers a beautiful steamer trip to Carrabelle, twenty-six miles to the east, where the Georgia, Florida & Alabama railroad furnishes transportation to Tallahassee. There are also river trips up the Apalachicola into Georgia, and a coastwise steamship line running to Pensacola and Mobile.
CHAPTER XLII

MARIANNA AND JACKSON COUNTY

Jackson County lies in the middle section of what may be called continental Florida as distinguished from peninsular Florida, and is in the upland watershed of the great Apalachicola River system, of which the Chattahoochee are offshoots into Georgia. Its area of 963 square miles is well watered by these rivers and their numerous small tributaries on the east; the Chipola River which drains the central sections, Dry Creek, the southern, and Holmes Creek, the western. All the branches named drain into the Apalachicola and come from the north.

STAPLES AND LIVE STOCK

Jackson County is in the pine belt of Northern Florida. About $600,000 are invested in its sawmill properties, and its turpentine stills have an output valued at some $300,000, but its chief sources of wealth reside in its productive land, usually of a sandy loam with a clay subsoil. Without saying as to what crops it is best adapted, the 1920 reports of the state commissioner of agriculture indicate what the soil has best produced in comparison with that of other counties. Twenty years ago, it was said that it was especially adapted to the cultivation of tobacco and rice, and that the country was well fitted to the raising of sheep, wool being an important item. The returns for 1920 show that these items were so unimportant as to be unworthy of record, but that Jackson County led all the counties of the state in its corn and sugar cane crops. It had 153,971 of the 236,822 acres in actual cultivation devoted to corn, and the crop was valued at $1,206,587. The 1,728 acres grown to sugar cane produced 328,712 gallons of syrup valued at $48,313. The value of its cotton (upland) crop was $140,624, and only three counties in the state were its superiors in that item. Jackson County led in the quantity produced, 4,082 bales. In value of the crop, however, peanuts follow sugar cane, being given at $316,252; in area cultivated, they follow corn, 42,166 acres. Jackson is ninth as a peanut county. In the production of velvet beans, it is third—157,500 bushels, valued at $113,077 and raised from 12,882 acres.

The live stock of Jackson County is becoming more and more a source of constant and increasing wealth. Although she is ninth among the cattle counties of the state, fourth in horses and eighth in hogs, the cattle greatly preponderate as wealth producers. On July 1, 1920, the assessors found that there were 16,030 cattle in the county and valued them at $473,252. During the year, 1,245 were purchased of the farmers for $56,271; 1,937 valued at $16,519 were slaughtered for home use; sold living for local use, or exported, 5,481 valued at $102,243. Only 125 head, valued at $1,375 died of either disease or exposure to the weather. On the profit side of the ledger are also to be added such dairy products as butter, which sold for $45,224 and milk, for $140,034.

In the year named (1920), Jackson County had 1,941 horses which were valued at $288,870 and 48,549 hogs, valued at $218,164.

MORE THAN TWENTY YEARS AGO

The real development of the county commenced in 1883 with the completion of the Pensacola & Atlantic Railroad, from Pensacola to River...
Junction, or Chattahoochee, at the junction of the Chattahoochee and Apalachicola rivers in Gadsden County, where it connected with the western division of the Florida Central and Peninsula line and was continuous to Jacksonville. At River Junction connection was also obtained with the Savannah, Florida & Western, which crossed at once into Georgia. The Pensacola & Atlantic line, which became the Pensacola division of the Louisville & Nashville system, crossed the middle tier of townships of Jackson County east and west.

Several years after the Louisville & Nashville line was put through the county, a general review was published of the various counties of the state, and the chief features of Jackson stand forth thus: "This county is in what is termed the oak, hickory and pine upland region. It contains about 150 square miles of red lime lands, 400 square miles of oak, hickory and high pine, and 450 square miles of ordinary longleaf pine lands.

1 "It is named after Gen. Andrew Jackson, military governor of Florida, and is one of the original counties organized on the acquisition of the Territory by the United States. It is on the eastern border of what is known as West Florida. The Chattahoochee River separates it from Georgia on the east, navigable for river steamers for the whole distance. The Chattahoochee River unites with the Apalachicola near the southeastern corner of the county. Along the river is a strip of bottom land from one and one-half to two miles wide, which is of extraordinary richness, but is subject to overflow. The Chipola River rises in the northern part of the county, runs south and divides it nearly in half. This stream is used for floating lumber to the railroad and to the Gulf, but is navigable only for small boats. Along the Chipola River are rich hammock lands covered with a heavy growth of hard wood timber, as oak, beech, magnolia, maple, hickory and bay. The country is well watered by the tributaries of the streams mentioned, and is besides well supplied with lakes and springs. The soil is for the most part red clay and sandy loam, and produces cotton, corn, oats, rice, sugar-cane and tobacco, and all save the strictly subtropical fruits."

Since the foregoing was written, experience has demonstrated that growers cannot depend upon rice, tobacco or oats as staples of the county, and the same may be said of the temperate fruits. Lumbermen no longer

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depend upon the Chipola River for transportation, as they have now the Atlanta & St. Andrews Railroad for that purpose and numerous other uses.

**Marianna in History**

Its geographical and natural position predestined the Chipola country to favorable notice by the Indians, the Spaniards and up-to-date Americans. When Jackson and Duval counties were created on August 12, 1822, the third and fourth political divisions of Florida to be formed, the Chipola country was shorn from the Pensacola region, and the country tributary to the settlement at the Cow Ford of the St. Johns, which had been surveyed two months before as the Town of Jacksonville, was a generous slice (Duval County) taken from St. Johns County. The erection of Jackson and Duval marked the beginning of the development of interior Florida—especially the creation of Jackson County.

The Chipola country (Jackson County) lay directly in the pathway of the old Spanish trail, which skirted the Gulf of Mexico, after having penetrated the Spanish possessions of the new world from the Pacific coast, and entered Florida via Louisiana and Alabama. It passed through Pensacola and the Chipola country on its way to Tallahassee, where it branched off to Alligator (Lake) City, and the present sites of Gainesville, Ocala, Tampa and Fort Myers; the eastern branch extended to Jacksonville and thence down the coast to Miami. Thus was projected from the Spanish Colonial period the railroad and the automobile highways of the present.

The first settlers of Marianna located in the early '30s, while Jackson County was still a vast unorganized country in the wilds of Northern Florida. Among the pioneers came William Nickels from North Carolina, and he settled on its site in 1833. Four years before Mr. Nickels had married into a substantial and prominent family of that state, and brought with him numerous slaves. The family had traversed the Carolinas and Georgia, with the household and household goods loaded into carriages and covered wagons, and commenced life in these Florida woods, in this beautiful country of lakes and streams and wonderful springs and caves. Mr. Nickels was a man of culture, and figures prominently in the early affairs of the locality up to the time of his death in 1884. One of his granddaughters, Miss L. N. Mooring, is still living at Marianna.
Jackson County, at the time of the assembling of the constitutional convention of 1838 at St. Joseph, had already been shorn of much of its territory by the establishment of Gadsden (1823), Leon and Walton (1824), Columbia and Franklin (1832) and Calhoun (1838). The delegates sent by Jackson County to the convention which adopted the constitution, which became the first fundamental law of the state when it was admitted to the Union, six years later, were Thomas Baltzell, Samuel C. Bellamy, Alfred L. Woodward and Richard H. Long.

During the first and second years of statehood, parts of Jackson County were added to Calhoun on the south and Washington on the west, and various changes in its boundaries to bring the county to its present form and area have been made in 1873, 1875, 1915 and perhaps in other years.

When the war opened, Marianna had no railroad connections, the only continuous lines completed having been from Tallahassee to Jacksonville and from Fernandina to Cedar Keys, on the Gulf coast, with the little roads from Tallahassee to St. Marks and from St. Joseph to Iola. When operations fairly commenced, it was seen by the military leaders that Marianna was the key to the capture of Tallahassee, whether the union forces were to come from Pensacola and the west, or from the south by water. During the late period of the war, therefore, it became the most important Confederate center for the home troops left in Florida to defend the state capital.

It was at Marianna that one of the last battles of the war was fought on Florida soil. In the fall of 1864, it was the headquarters of Colonel Montgomery's Confederate cavalry, which was posted at that point to prevent Federal raids from the Pensacola district. Toward the last part of September of the year named, a Federal force under Brigadier-General Asboth landed at St. Andrews Bay, and headed inland toward Marianna. It consisted of a battalion of the Second Maine cavalry, several companies of the First Florida (Federal) infantry and two companies of colored troops from Louisiana. Thus the preliminaries were arranged for the battle which occurred on the 27th, and which is described in Fleming's "Memoirs of Florida" as follows: "When news of their approach reached the town, the boys and old men and disabled soldiers, armed with shot guns, collected under the command of Captain Norwood, barricaded the street, and awaited the enemy's advance. Upon Asboth's arrival, he threw part of his force to the rear of the Confederates and also attacked in front, setting fire to the buildings upon which his antagonists depended largely for protection. The quiet little town, undeserving of such a visitation, for it had been noted before secession as a center of Unionist sentiment, was the scene of a fierce hand-to-hand fight. When the musketry was still and the flames had died down, a ghastly spectacle was presented. The charred remains of some of the boys who had fought at the barricade were found among the ruins. About sixty soldiers and citizens were killed or wounded. On the Federal side, Captain Adams and ten men of the Maine cavalry were killed, and General Asboth, Major Cutler and about twenty-five men wounded. Colonel Montgomery and 100 other prisoners were taken by Asboth's command, mainly the armed citizens, and were sent to the northern military prisons. On the following day, Col. G. W. Scott arrived at Marianna with his battalion, but the Federals had retreated and he was unable to overtake them."

Fifty-eight years from the battle of Marianna, several thousand people gathered from all parts of Florida to dedicate a marble shaft in honor of the old men and the young boys who had defended their home town and blocked a greatly superior force of Federal troops from their ultimate objective, the capital of the state. In the parade and ceremonies which accompanied the unveiling of the monument were Governor Cary A. Hardy, Hon. J. D. Smith (marshal of the parade), Hon. Amos E. Lewis, Dr. Theop. West, a Confederate veteran of prominence; Mrs.
Frank D. Tracy, president of the Florida division, United Daughters of the Confederacy; Mrs. R. S. Pierce, president of the local (William H. Milton) chapter; and Mary Bruce Milton and Floie Crigler, great-granddaughters of John Milton, Florida's broken-hearted war governor, and of Gen. William Miller, who shortly succeeded General Patton Anderson in command of the Confederate State troops of Florida, and who was at their head when the last battle of the war on Florida soil was fought at Natural Bridge. The last named unveiled the monument, which was beautifully decorated with flowers by Children of the Confederacy under the direction of Mrs. Moses Guyon. The Confederate veterans had the place of honor in the parade, and the following were presented with crosses of honor by the president of the local chapter: Arthur Lewis, J. N. Williams, J. T. Holden, John M. Stevens and G. W. Ball.

There is one institution in Marianna which was in existence before the battle was fought which was so much to the honor of the town; that is, the Times-Courier newspaper, founded in 1863, and now one of the oldest publications in Florida.

**INCREASE IN POPULATION**

Organized as it was, in 1822, Jackson County appears in the first Federal census of 1830. Leon, Walton, Columbia, Franklin and Calhoun had, in the meantime, been created. The population of the Jackson County of 1830 was 3,907, and in 1840, when the Second Seminole war was being fought to its conclusion, it had increased to 4,681—a gain of 774. The figures for 1850, after its territory had been decreased materially by surrendering portions of it to Calhoun and Washington counties, indicated a population of 6,639, which was increased to 10,209 in 1860. The period of the Civil war retarded the growth of Jackson County, as it did that of the state at large, and there was an actual loss of population, although its area was unchanged. In 1870, the population of the county was 9,528, but from that year to the present, the increase has been steady and normal, without witnessing anything in the nature of a "boom." In 1880, it was 14,372; in 1890, 17,544; 1900, 23,377; 1910, 29,821; 1920, 31,224.

**THE SCHOOLS OF THE COUNTY**

The school census for 1920 indicates that of the children in the county between seven and thirteen years of age numbering 6,293, there were 4,063 who attended school; of those fourteen and fifteen years of age (1,595) there were 1,001 in attendance; sixteen and seventeen years old (1,524), there were 592 in the public schools of the county, and between eighteen and twenty years, inclusive, numbering 1,782, only 237 were in attendance. As the ages increased, the attendance at the public schools naturally decreased, as many had been drafted into the class of the practically employed, and some had graduated into institutions of higher learning. As to illiteracy, it was much more noticeable among the negroes than the whites. Although there is only a difference of between four and five per cent in the comparative population of the races, in favor of the whites, the illiteracy among the negroes is thirty-six per cent of their school population above ten years of age, while it is only 11.5 per cent among the whites.

The last report of the county superintendent for the biennium ending June 30, 1920, indicates that there is only one accredited high school in the county, which is the Jackson County High School at Marianna. There are several other schools, however, which are doing the work of the advanced grades, the most noteworthy being that at Graceville. Outside of Marianna, Graceville is the chief school center and largest village, being the headquarters of District No. 1 in the northeastern part of the county. No. 2 is the Marianna district, and Bascom, in the northeastern
part is the center of District No. 3. At the close of the biennium, the three general districts were subdivided into forty-two special tax school districts, containing forty-three white schools and ten colored. There were also six bounded districts, which were able to secure better buildings and apparatus than the others.

The newest buildings erected were at Graceville (a $25,000 ten-room school, with a large auditorium), Galilee, Lovewood, Sandridge and Marianna, the last named being an eight-room school for colored pupils. There are two Smith-Hughes schools in Jackson County—one at Mount Tabor for the negroes and another at Marianna, for the whites. In the Marianna institution is a Home Economics department, which is meeting with much favor. The agricultural school for the negroes at Mount Tabor has done much toward improving living conditions among them, as well as lifting their grade of citizenship; and they have also learned, through the school, to become greater producers and to conserve what they produce.

Before the last word has been said descriptive of the educational facilities of Jackson County, mention must be made of the Industrial School for Boys at Marianna. The institutional is both reformatory and educational and is of state-wide scope.

Marianna and Other Towns

In the geographical center of the county, Marianna is also the nucleus of its natural attractions. Blue Spring, which is six miles away, is a little river flowing from a limestone cave. Jackson cave is a spacious cavern near the county seat, hung with great and glistening stalactites. Then there is the natural bridge, just north of Marianna, which is formed by the beautiful Chipola River sinking beneath the surface of the earth, and reappearing in its southern flow toward the Gulf of Mexico. Wild geese and duck swarm along the waters of the river and in the beautiful lake region to the east, of which there are still many sections yet undisturbed by the screech of the locomotive. Fish of all kinds disport themselves in their element, and wild deer even venture into the open. Jackson County, therefore a favorite with sportsmen, and as Marianna is on the Bee Line Highway autoists and tourists may be set down right in the midst of a wide field for outdoor sports. The Chamber of Commerce at Marianna has provided an excellent tourist camp, with connections for running water and disposal of sewerage, and visitors and countrymen are all made welcome there.

Marianna itself is a beautiful little city of about 3,500 people, with two good hotels and numerous boarding and rooming houses. The stores furnish everything necessary for the comfort and enjoyment of either the permanent resident or the sojourner. The main dependence of the city and the county for railroad transportation is the Louisville & Nashville, but a line runs to Blountstown, Calhoun County, on the Apalachicola River, and in the western part of the county, a few miles away, is Cottondale, which is the junction town of the Atlanta & St. Andrews Bay line, which runs south to Panama City, on the bay by that name. The road named passed through the western belt of townships, and still farther west is the proposed extension of the Birmingham, Columbus & St. Andrews line to Graceville. It now runs from Chipley, Washington County to Southport on the north arm of St. Andrews Bay. The company was incorporated in 1903, but went into the hands of a receiver in December, 1908.

East of Marianna, on the Louisville & Nashville, are Cypress, Grand Ridge and Sneads, good lumbering points. On the Atlanta and St. Andrews Bay line, a few miles from the Alabama boundary, is Campbelltown, and Alford, in the southern part of the county, is also a leading station. In fact, with the exception of Sneads, the most promising shipping points outside of Marianna are in the western part of Jackson County—Graceville, Cottondale and Alford.
CHAPTER XLIII

BETWEEN THE ESCAMBIA AND CHOCTAWHATCHEE

The four counties in northwestern Florida, east of Escambia County, between the Escambia and Choctawhatchee rivers, form such a distinct geographical division of the state that they are grouped in this chapter.

SANTA ROSA COUNTY

Santa Rosa is one of the large counties in the northwestern part of the state, and has an area of 1,528 square miles. The Escambia River forms its western boundary, and the Escambia and Pensacola bays extend far into its southern sections. The northern boundary of the county is Alabama and the eastern, Okaloosa County. Various streams drain through the county into the southern bays, such as the Coldwater, the

ROLLING PINE LANDS IN SANTA ROSA COUNTY

Sweetwater, the Blackwater and the Yellow rivers, and there are few sections in the state which furnish better fishing or bathing in both fresh and salt water than Santa Rosa County. The boating is also fine.

The original Santa Rosa County was formed from Escambia, on February 18, 1842, but was not reduced to its present area until 1915, when portions of its territory, as well as a part of old Walton County, were taken to create Okaloosa. In 1850, the population of Santa Rosa County was 2,883; in 1860, 5,480; 1870, 3,312; 1880, 6,645; 1890, 7,961; 1900, 10,293; 1910, 14,897; 1920, 13,670 (after Okaloosa's territory had been taken from it).

Milton, the county seat, is a town of 1,600 population a mile from the head of St. Mary DeGalvez Bay, which is a reminder of the early Spanish explorations. The railroads serving it are the Louisville & Nashville, and the Florida & Alabama lines. The Florida terminus of the latter line is Bagdad, the site of the large lumber interests of the Bagdad Land & Lumber Company (which represent one of the oldest saw mills in the South). Milton is also on the main line of the Old Spanish,
the transcontinental highway to California, and is the center of a system of fair roads connecting it with the other chief communities in the county.

There are several salt-water bathing places near Milton, the favorites being Robinson Point, about five miles south on St. Mary De Galvez Bay, and Floridatown, eight miles west at the head of Escambia Bay. The latter is also a point of historical interest, as it was there that General Jackson started across the bay to Pensacola, bound for the occupation of the capital of West Florida in the War of 1812.

Santa Rosa is not considered a banner agricultural county, although it produces large crops of corn, sugar cane and sweet potatoes, and is a good pecan country. Some sea island cotton and rice are raised, peas and beans do well, and some advancement is made in the milk line of dairying.

It is the wealth drawn from the timber products of the county, the industries represented by the logging camps, the saw mills and the turpentine stills, that are the basic sources of prosperity for Santa Rosa. In the saw mill and logging operations—mostly centered at Bagdad—is invested a capital of more than $2,200,000, while $134,000 more is invested in the plants producing naval stores. The annual products from these sources amount to about $2,000,000.

**OKALOOSA COUNTY**

Okaloosa is one of the new counties of northwest Florida, being carved from Santa Rosa and Walton counties on September 7, 1915. It is the third county in the state east of the Perdido River, and extends, north and south, from the Alabama line to Choctawhatchee Bay. It has an area of 949 square miles and a population (1920) of 9,360.

The county is drained chiefly by the Yellow River and its branches, the parent stream flowing generally in a southwesterly direction into St. Mary DeGalvez Bay. In the southern part of the county are East River, which also flows into that body, and Juniper Creek which empties into Choctawhatchee Bay. A superior grade of upland cotton is raised in Okaloosa County; in fact, the value of its crop exceeds that of any county except Leon. For the season of 1920, 1,537 bales were produced, valued at $278,430. Among other products of the soil in which the county excels are peaches, velvet beans and corn.

Crestview, the county seat, is a village of several hundred people on the Louisville & Nashville railroad which traverses the county from west to east. The Florida, Alabama & Gulf joins that system at Galliver and extends north into Alabama. Stations and hamlets are strewn all along these lines of travel, and along the Choctawhatchee Bay and the Gulf, in the south, are pretty little seaside resorts.

Niceville, or Valparaiso, on the bay and at the mouth of Jupiter Creek, is especially attractive. Not only is the site beautiful, but all around lies the Choctawhatchee National Forest of 422 square miles, which extends eastwardly into Walton County. This great forest preserve is open to the public for hunting, fishing and camping. Through it runs the government hard road to Crestview in the north and Camp Walton in the south. The county seat is also on the Jefferson Davis Memorial Highway, so that what the county lacks in railway connections from south to north is supplied by a system of good roads.

** WALTON COUNTY **

The original county was created on December 29, 1824, and was reduced to its present area of 1,028 square miles through the following changes: in 1846, eastern portions of its territory given to help form Washington; in 1848, a northeastern part to Holmes; in 1913, Bay County carved from Calhoun and Washington, perfecting Walton's
so u t h easte rn boundary, and in 1915 Okaloosa was formed from eastern portions of Santa Rosa County and western parts of Walton, thus forming the western county boundary. The population of the county has shown a steady increase from 1830, when it was 1,207, until Okaloosa was taken from its territory, by which it lost nearly half of its original area. There was little increase in population from 1860 to 1870, the decade covering war times. Its greatest growth was from 1900 to 1910, from a population of 9,346 to 16,460. In 1920, it was 12,119.

Walton County lies between the Gulf of Mexico and the State of Alabama. The waters of Santa Rosa Sound and Choctawhatchee Bay are protected from the Gulf by a narrow strip of land known as Santa Rosa Island, and at the eastern end of the south shore of the bay by a narrow peninsula extending to East Pass. This forms a land-locked waterway, free from storms, surf and breakers, except on rare occasions, and provides an ideal course for motor boating seventy miles long. In this picturesque coast region the Choctawhatchee National Forest extends into Walton County. The ideal water trip between Pensacola and the southern shores of the county is along the course mentioned.

Santa Rosa, on the peninsula and southern shore of the bay, is a secluded camping and fishing resort much favored by true sportsmen.

DeFuniak Springs is a clean, refreshing place of 2,000 people, 300 feet above sea level, and is one of Florida's centers of learning and culture. In 1885, it was made the seat of a very successful Chautauqua. In that year was incorporated the Florida Chautauqua Association, of which the first Board of Directors was C. C. Banfill, T. T. Wright, William D. Chipley, W. J. VanKirk, W. F. McCormick, A. H. Gillet and L. W. Plank. Dr. Gillet, a Methodist minister of Michigan, was the organizer. In February of the following year the first State Teachers Association and county superintendents' convention were also held at DeFuniak Springs, and in 1887 a State Normal School for whites was established there. At the same place gathered in that year delegates from the coast cities of the South in response to a call from the Coast Defense Association, and adopted a memorial to Congress asking for southern fortifications, arsenals and navy yard. This was soon followed at the same place by a Southern States Forestry congress, and for many years DeFuniak Springs has been recognized as an ideal gathering place for public organizations. The Louisville & Nashville traverses the county from east to west, Choctawhatchie River is navigable and its courses are pleasant, while the bay is a thing of delight for boatsmen and sportsmen generally.

As an intellectual and educational center, DeFuniak Springs is also pronounced the cleanest and most orderly town in the South, and is
the seat of both the Thomas Industrial Institute and the Palmer College and Academy. The former, chartered in 1913 and built as a memorial to Dr. Hiram Thomas, of Chicago, by his wife, who made a liberal donation of land and money for the purpose, is the property of the Methodist Episcopal Church, South, and overlooks the beautiful little lake which is the central gem of the town. The Institute is coeducational and attended by about 120 students. Vocational training is its key-note.

The Palmer College and Academy, a Presbyterian institution, was founded in 1907. It is an accredited secondary school, to which is added the freshman and sophomore work of the junior college. It has an enrollment of about 250 pupils of both sexes.

DeFuniak Springs has also its well-named Breeze, a newspaper established in February, 1892, by R. W. Storrs, and conducted by him continuously until October, 1920, when it was leased to Joe H. Allen. The city is not entirely given over to literature and education, as it has two substantial banks, the Cawthon State and the First National.

For the reason that DeFuniak Springs fixes the general character of the section, the industries of the county are usually in the background; yet Walton County stands well as a producer of upland cotton, raises corn and sweet potatoes in abundance, and is high in the list of Florida counties in the industries which center in its saw mills and turpentine stills. The actual figures indicate that $2,875,226 is invested in her lumbering plants and nearly $362,000 distributed among the employees, while the naval stores absorb $1,135,229 of capital and disperse $408,000 in wages.

**Holmes County**

The original Holmes County was formed from Calhoun and Walton counties on January 8, 1848, but its present boundaries were not established until 1915. Its population of 12,850 was reached through a gradual increase. It was 1,250 in 1850; 1,380, in 1860; 1,572, in 1870; 2,170, in 1880; 4,336, in 1890; 7,762, in 1900 and 11,557, in 1910. It has an area of 435 square miles.

Holmes is one of the north-tier counties bordering Alabama, with Walton County to the west and Jackson County to the east, and is well watered by the head streams of the Choctawhatchee River. That stream is navigable throughout the year from St. Joseph's Bay to Geneva, Alabama, a distance of two hundred miles, thus giving water communication with Gulf ports and insuring cheap rates. The Choctawhatchee River and its branches are thickly wooded in many sections, furnishing not only quiet and restful resorts for tourists, but considerable revenue to the owners of the saw mills and plants engaged in the production of turpentine and rosin, or naval stores. More than $411,000 is invested in the saw mills of Holmes County and $143,000 in the naval stores industry. Over 93,000 gallons of turpentine are produced, valued at nearly $23,000, and 7,000 barrels of rosin, valued at $103,563. Holmes County is an especially large manufacturer of rosin.

Upland cotton is a large and profitable crop in the county, in which the value of that product is exceeded by only two counties in the state. The yield for the season of 1920 amounted to 1,716 bales and brought the planters $257,462. It also stood fifth as a corn county, with its crop of 232,424 bushels, valued at $464,848.

Besides the good water transportation afforded by the waterways of the Choctawhatchee River, north and south, the Pensacola & Atlantic division of the Louisville & Nashville Railroad passes through the extreme southern sections of the county. On the railroad line, to the southeast, is the county seat, Bonifay, a town of some 1,100 people and the banking, trading and industrial center of a large section of the surrounding country. It has two banks, the Holmes County and the Bank of Bonifay, and a creditable newspaper, the Holmes County Advertiser. At the county seat is also located the vocational agricultural school for whites, one of the fifteen institutions of the kind in the state.
On the railroad west of Bonifay is a thriving little town, Westville, and a few miles beyond, in the same direction, Ponce de Leon, the site of a famous spring at whose waters the Spanish seeker after youth is said to have quenched his thirst. Other hamlets and shipping points in the county are Cerro Gordo, Holmes, Izagora and Union.
CHAPTER XLIV

BETWEEN THE CHOCTAWHATCHEE AND APALACHICOLA

The four counties which lie chiefly between the Choctawhatchee and Apalachicola Rivers are: Washington, Bay, Calhoun and Jackson. As the last named, with Marianna as its county seat, has already been made a matter of record, but three counties remain to be described in this chapter.

WASHINGTON COUNTY

Washington is an interior county in northwestern Florida, east of Walton and Holmes. It was originally formed on December 29, 1825, and assumed its present area of 435 square miles, when Bay County was erected in 1913; for that purpose were taken portions of Washington and Calhoun counties. The means of transportation comprise the Holmes River, which flows through the northern and western sections into the Choctawhatchee, and the parent stream, which forms the western boundary of the county and empties into Choctawhatchee Bay, or the sheltered waters of the Gulf of Mexico. The steamers which ply this system of waterways bring Washington County into direct connection with Pensacola and the Gulf ports.

The county seat, Vernon, is a small town on Holmes River, seven miles west of the Birmingham, Columbus & St. Andrews Railroad. The surrounding country embraces fine farming lands and pine lands for the support and development of the naval stores interests. Of the crops which flourish best in the county are the upland cotton, sugar cane, peanuts and velvet beans. There are only two counties in the state which raise more velvet beans than Washington and only one (Holmes) whose farmers realize more money from them. The county produced more than 52,000 bushels in 1920, and the crop was valued at $118,000.

Washington County has developed valuable properties in the manufacture of naval stores, over $792,000 being now invested in them. The Turpentine stills annually produce 137,000 gallons valued at $184,000, and 12,380 barrels of rosin are manufactured, bringing to the owners of the plants, $185,000.

The Birmingham, Columbus & St. Andrews Railroad, which passes through the central and northeastern sections of the county, connects with the Louisville & Nashville line at Chipley. This is the largest town in the county, being credited with about 1,900 people. It has two banks—the First National and the Chipley State—a newspaper, the Washington Verdict (founded in 1906), well stocked stores and other evidences of a thriving railroad town and good shipping point, as well as a banking center. Caryville, also on the Louisville & Nashville, farther west, and Wausau, east of Vernon on the Birmingham, Columbus & St. Andrews line, are towns with good prospects.

BAY COUNTY

With its area of 692 square miles and its population (1920) of 11,407, Bay County was formed on April 24, 1913, from both Calhoun and Washington counties. Its scenic beauties of coastland, island and peninsula, the bulk of its population and its historic associations cluster around
St. Andrews Bay; so that the county is most appropriately named. Fully half the people of the county are gathered in that salubrious and picturesque region.

St. Andrews Bay was undoubtedly visited by the men of the unfortunate Narvaez, while making their unfortunate attempt to reach Mexico in 1528. Other Spanish and French explorers and adventurers of the early colonial times sighted and enjoyed its involved and charming stretches of shores and waters. When the English held the territory in 1763-81, there was a town at Dyer's Point, which is in the western part of what is now the city of St. Andrews. With the return of Florida to Spain, the place was deserted. The first Masonic lodge in Florida is said to have been located at this English town, which was also named Wells. After the acquisition of Florida by the United States, in 1819, the modern town of St. Andrews was settled in 1827. Five years later, the site was platted by people from Marianna, but at the time of the Civil war was a place of only thirty or forty houses. Some large salt works had been established at that point, which was one of the safest ports on the Gulf coast, and in 1863 the town and its industries were destroyed by the Federal fleet, which also blockaded the harbor.

St. Andrews has grown to be a city of about 1,400 people on the northern shores of the Bay, and is the terminus of the Atlanta & St. Andrews Bay Railroad, which connects with the Louisville & Nashville system at Cottondale, Jackson County. Millville, a flourishing lumber town, a few miles to the southeast and located on the east arm of St. Andrews Bay, is an early settled point, and is headquarters for the St. Andrews Bay Lumber Company. Between St. Andrews and Millville was a place called Park Resort, afterward renamed Harrison. In 1906, G. M. West bought the five hundred acres including Harrison, and when the railroad was built thither, in 1908, at the suggestion of its president A. B. Steele, the new town was called Panama City. It was incorporated
in February, 1909, and became the seat of justice of Bay County when it was formed in 1913. Mr. West had founded the Panama City Pilot in May 1907, of which he is still editor and publisher, as well as of the St. Andrews Bay News. By general consent, he is considered the father and founder of Panama City. The county seat is firmly established as a growing town of 2,000 inhabitants, with all that the statement implies as to institutions and outward appearance. It is lighted by electricity secured from the plant of the St. Andrews Bay Lumber Company at Millville, and the water supply is drawn from an artesian well 600 feet deep put down by Mr. West soon after the city was incorporated.

Previous to 1911, Lynn Haven was a crude lumber and turpentine camp on the north arm of St. Andrews Bay, but in that year it was laid out as a town by what was known as the St. Andrews Bay Development Company. With the vast number of bayous and fresh streams entering the bay at this locality, it became a favorite resort for boatmen, fishermen and tourists, and developed along these lines. Residences and business houses increased rapidly, especially after the incorporation of the town in 1913. The town, which has a commission form of government,

has a permanent population of 1,000, which is doubled in the winter. It supports churches, a good graded school, has an electric light system, cement sidewalks in the business center and several miles of hard-surfaced streets. Further, it has a Chamber of Commerce and a newspaper, the Lynn Haven Citizen, established in 1917.

Lynn Haven, in common with all the communities along the shores of the bay, derives both profit and pleasure from the hundreds of tourists who have learned to love the balmy reaches of her surrounding and adjacent waters. On the opposite shore of the north arm is Southport, the terminus of the Birmingham, Columbus & St. Andrews Bay Railroad, which runs north to its junction with the Louisville & Nashville at Chipley, Washington County.

**CALHOUN COUNTY**

This oblong political division of northwest Florida has, as its eastern boundary, nearly the entire length of the Apalachicola River and virtually all its towns are located in its valley—those in the northeastern sections chiefly along the line of the Marianna & Blountstown Railroad, which has its southern terminus at Scott's Ferry, just northeast of Chipola Lake. That body of water is sixteen miles long, and Chipola River passes through it before emptying into the Apalachicola.
Blountstown, the county seat on the Apalachicola River and the railroad named, is a town of about 1,000, and as it enjoys transportation both by rail and river is a leading shipping point in the interior of the state. The Apalachicola River is navigable for large steamers all the year and several lines of boats ply between the railroad and the Gulf, loaded with products of the forest, the soil and the waters, which are also transported northward by rail. Before the railroad changed the status of affairs, Wewahitchka, south of Chipola Lake, was the largest town in the county.

The original Calhoun County was created by legislative act on January 26, 1838, being taken from Jackson. In 1848, it relinquished part of its territory to form Holmes; the boundaries of both Calhoun and Jackson were changed in 1875, and in 1913 Bay County was erected from Calhoun and Washington, reducing the former to its present shape and its area of 1,060 square miles. In 1920, it had a population of 11,407.

Calhoun County combines the inland and seashore features of a winter resort with the business-like aspects of an industrial pine region. According to the last report of the State Department of Agriculture, a capital of $727,800 is invested in the naval stores plants and $304,000 in the saw mills of the county; so that its pineries are still productive. The "tourist crop" is largely gathered along the shores of St. Josephs Bay, and Port St. Joe is the center of its cultivation. It is claimed that the bay is the only body of protected salt water on the Gulf coast into which no fresh water finds its way. Its waters are therefore remarkably clear and invigorating, and the bathing pool at that point is well protected. Commodious bath houses have been erected along the warm and quiet beach, hotel accommodations are adequate, and if the tourist wishes something more exciting he can enjoy the surf bathing of the Gulf of Mexico only six miles away. St. Joseph's Bay abounds in fish and one can cast from the half-mile railroad pier or engage the sporty water from boats.
CHAPTER XLV

THREE SISTER COUNTIES

Liberty, Wakulla and Jefferson counties lie side-by-side between the Apalachicola and Aucilla rivers in Northwestern Florida. They are all in the timber and naval stores district.

LIBERTY COUNTY

Liberty County is one of the interior counties in northwestern Florida between the Apalachicola and Ocklockonee rivers, with Gadsden County on the north and Franklin on the south. Branches of both these rivers flow from the interior east and west, so that the country is well drained and watered. Large tracts along the waterways are wooded and furnish the raw material for large industries founded on lumbering and the manufacture of naval stores. According to the latest official information, $2,203,000 capital is invested in the saw mills of Liberty County and $962,000 in the plants devoted to the production of turpentine and rosin. The output of turpentine, in 1920, was 247,250 gallons valued at $346,300, and 11,000 barrels of rosin were manufactured, valued at $208,930.

Among the extremely rare trees which grow in Liberty County is that known as the gopher tree, or, technically, a variety called the Florida Torreya, Tumion taxifolium, or Stinking Cedar. It is supposed to be the same variety of wood used in the construction of Noah's ark, although it is now practically confined to Florida, California and Japan. The forest of these trees in Liberty County is located on the east bank of the Apalachicola River, a short distance from Bristol, the county seat.

The county was created on December 15, 1855, and its present boundaries were fixed in 1909. It has an area of 725 square miles and a population of 5,006. Bristol, a town of 800 or 900 people, is on a high bluff half a mile from the Apalachicola River. Through the river steamers it is in connection with Apalachicola and the Gulf coast to the south, and with Columbus, Georgia, and Eufaula, Alabama, to the north. The Apalachicola Northern Railroad runs from the Gulf of Mexico northward, through Franklin and central Liberty, to River Junction, Gadsden County, where it connects with the Louisville & Nashville and the Seaboard Air lines. Among the most thriving hamlets and stations along the road in Liberty County are Wilma, Telogia and Hosford.

WAKULLA COUNTY

Wakulla is one of the old counties of Florida, being formed from Leon on March 11, 1843. It has an area of 601 square miles and a population of 5,129. Its western boundary is the Ocklockonee River, which rises in Southern Georgia, and Leon County lies to the north and Jefferson to the west.

The old port of St. Marks on a long arm of Apalachee Bay is one of the historical points of Florida. As early as 1718, the English built a fort there as a protection against the Apalachee Indians, and it was long a military center in the border warfare. Eighty years afterward, when the Revolution had been fought and it was Spanish property, General William Bowles, a royalist, attempted to regain Florida for the
English, and one of his first acts was to cooperate with the Creeks and seize the fort at St. Marks. Then General Jackson occupied it in 1818, on his way to Pensacola, and in 1830 it became the southern terminus of the railroad from Tallahassee, the first line operated in Florida. So that the little town of St. Marks, still a settlement of a few buildings and about 200 people, is interesting to the historian, although it holds little for the man of affairs. The railroad line to Tallahassee is now a part of the Seaboard Air Line. At Wakulla, six miles north of St. Marks, is one of Florida's famous springs.

Crawfordville, the county seat, is on the Georgia, Florida & Alabama Railroad, which cuts through the central sections of the county to Tallahassee. Although the central business point of the county, it is a small place, somewhat larger than St. Marks. Ashmore and Hilliardville on the railroad named and Smith Creek, on the river, are stations and hamlets to be noted, outside of the general rural districts and timber tracts.

**Wakulla Springs**

Wakulla County is still a leading district in the production of turpentine and rosin, which is about equally divided in the value of the output—$184,000 for turpentine (more than 137,000 gallons) and $185,500 (12,380 barrels) for rosin. The investment in the naval stores industry amounts to $384,000 and the wages distributed, to $236,430. The capital invested in saw mills is nearly $52,000. The county is by no means a leader in agricultural products, or as a raiser of live stock. Its cattle and hogs, however, are sources of considerable profit. Poultry is raised to some extent and the egg crop "helps out." Although not a large item in the wealth of the county, honey makes Wakulla among the foremost of Florida counties. Its soil is also well adapted to sweet potatoes, sugar cane and corn; but it is more than all else a country of pine products.

**Jefferson County**

Jefferson County was created January 20, 1827, and was the thirteenth county in the territory. Monticello, the seat of justice, was founded about the same time, and has remained the center of its government. Quincy and Marianna were settled during that period, and are therefore among the oldest towns in Florida. There were some changes in the boundaries of Jefferson and Leon counties in 1879, but the former continues to stretch, in the shape of a triangle, from Apalachee Bay to Georgia, with the Aucilla River as its eastern boundary, and Lake Mic-
cosukee on its northwestern border. Jefferson County has an area of 593 square miles and a population of 14,502.

The lands of Jefferson County are of strong productive soil and many of its former wooded areas are now well cultivated farms. The soil is generally a sandy loam underlaid with clay. Upland cotton especially thrives, and sugar cane and sweet potatoes are readily raised. It is one of the best pecan districts in the south and its watermelons are so superior that quite a business is transacted in the export of their seeds.

The surface of the county is usually diversified, the northern part being the hilly and well-wooded district. Lake Miccosukee, an irregular

Wakulla Hammock, Six and One-Half Miles from Crawfordsville

shaped body of water twelve miles long and six miles broad at its western end, is the nucleus of the pineries.

Monticello, the county seat, is a pleasant town of 2,000 people built on gentle slopes and drained by pleasant valleys, which lead to the Aucilla River, nine miles to the east, and to Lake Miccosukee, a third of that distance to the west. Indeed, the location is a natural watershed, and is an ideal site for a healthful town—as it is. It has all the evidences of a substantial business and banking center and a growing residential town. Naturally, it has a good newspaper—the News, founded in 1902—and its streets and stores are well kept. The county seat is also the headquarters of the lumber and turpentine industries. There are 31 saw mills in the county, in which there is an investment of $276,000, and several planing and shingle mills add $25,000 to that capital, while more than $80,000 is invested in turpentine stills.

The main line of the Seaboard system passes through the county from east to west, with a southern branch also from Tallahassee by way of St. Marks junction, and the Atlantic Air Line supplies north and south connections, its two branches passing around three shores of Lake Miccosukee and connecting with the trunk of the Seaboard Air Line. The chief stations and shipping points outside of Monticello are: Cody, Lamont, Aucilla and Lloyd.
The five counties lying between the watersheds of the Aucilla and Suwannee Rivers include these sections of the state which join the shoulder of Florida to the geographical peninsula, and embrace political divisions both old and young.

Madison County

Madison and Hamilton counties were created on the same day, December 26, 1827. With its area of 693 square miles, Madison is one of the small political divisions of northern Florida. About eleven years after the original county was organized, or in 1838, the town of Madison was founded. The first census was that taken by the Federal authorities in 1830, when the population of Madison County was only 525; in 1840, it was 2,644; in 1850, 5,490; 1860, 7,779; 1870, 11,121; 1880, 14,798. For the succeeding twenty years it about held its own; in 1910, the population was 16,919, and in 1920, it had decreased a few hundred, to 16,516.

Madison C. Livingston sold a quarter section of land in 1838 as the town site of the county seat. A part of it was surveyed for that purpose in 1839 and the remainder in 1847. Several additions to the original site have since been made. The town grew to such purpose that in 1855, its people and the county at large demanded a newspaper and one was established at Madison, in that year, called the Southern Messenger. Others followed and in 1865 was founded the Madison Recorder. Two others preceded the Enterprise of 1901. The consolidated institution, of 1908, the Enterprise-Recorder, edited and published by T. C. Merchant, is the only survivor of the list, and represents one of the oldest institutions at the county seat.

The municipal progress of the town is marked by the establishment of a system of water works in 1894, the purchase of a market house in 1898, the construction of a sewerage system in 1910, and the purchase of the electric light plant in 1912, all of which are now owned by the corporation. The handsome county court house was completed in 1914. The present City Park is on the site of an old stockade used for protection of townsmen and their families against the attack of the Indians during the Second Seminole war. Around the stockade grew the live oak trees which now shade and adorn the municipal grounds.

Madison is now a prosperous and substantial town of 2,000 inhabitants. Its streets are kept in good order, many of its sidewalks are cement, and the town is becoming the center of a commendable system of good roads; for their extension, the county has recently voted a bond issue of $750,000, which fund is to be supplemented by State and Federal aid.

The schools of Madison include the Florida Normal Institute, which is attached to the Madison High School, the Smith-Hughes Vocational School for Boys and the County Colored School. The Government Bureau of Entomology is also established at Madison to study the cotton industry, which was so retarded by the advent of the boll weevil. Because of its ravages, a large peanut mill has replaced the cotton mill at the county seat. The shade tobacco industry has greatly expanded dur-
ing the past few years, and there are three tobacco packing houses in
town. Two banks, a Chamber of Commerce and the newspaper noted
are institutions which keep Madison town and county in motion. Also,
the five white churches and several for the colored people, besides many
more for both races scattered around the county, stand well for the
religious beliefs and morals of the various communities.

The county is favored with railroad connections in all directions. The
Seaboard Air Line is its great avenue of transportation east and
west. The Georgia & Florida line, incorporated in 1906 and put in operation
in the following year, connects Madison with Keyville, Georgia,
and is extended south to Waco, about five miles from the county seat.
The South Georgia runs through the western part of the county, con­
necting with the Seaboard at Greenville and joining the Atlantic Coast
Line at Perry, Taylor County.

In addition to Madison, there are several towns, smaller but grow­
ing. In the extreme western part of the county on the Seaboard Air

Bell Found in Lake in Madison County, Near the Station and
the Old Trail, by Judge E. J. Vann and Now in
Possession of the Florida Historical Society
The inscription identifies it as one of the old chapel bells.

in addition to Madison, there are several towns, smaller but grow­
ing. In the extreme western part of the county on the Seaboard Air

Taylor County

Lying south of Madison County and between Jefferson and Lafayette,
Taylor County, with its 1,100 square miles, has a coast line of forty
miles on the Gulf of Mexico and shallow harbors at the mouths of the
Aucilla, Penholloway and Econfina Rivers and at Deadman’s Bay. Along
the Gulf, the pine lands are poor, but are of good quality in the in­
terior. The hammocks are a dark sandy loam and fertile. As a rule,
the country is level, well covered with pinyon interspersed with bays
and swamps, filled with cypress and cedar. At Cedar Island, Spring
Creek and Dolly’s Creek is found in abundance the finest variety of
oyster along the Gulf coast of Florida. Besides the salt fish, every creek and river is teeming with the fresh water varieties, and the forests abound in game.

The Econfena River rises in Madison County, and takes a southwesterly course into Apalachee Bay; but this is interrupted by Natural Bridge, about fifteen miles from its mouth. Along the west bank of the river below the bridge and along rocky and blue creeks are a number of remarkable springs, such as Hampton, Econfena and Emerson. Thus the natural attractions of Taylor County are placed in the foreground, for they are indeed great, and only to be appreciated by being enjoyed.

Taylor County was politically created on December 23, 1856, and its boundaries were fixed, with those of its sister county, Lafayette, in 1877. The first Federal census of 1860 showed a population of 1,384. Thirty years afterward, it had increased to 2,122; to 3,999, in 1900; 7,103 in 1910, and 11,219 in 1920.

Perry, the county seat, is a prosperous town of more than 2,000 population, is in the heart of a cattle section and a lumber country, and is the banking and business center for a large territory. It is the terminus of the Atlantic Coast Line; the Live Oak, Perry & Gulf line serves the central sections and has been extended beyond the Auvilla River, and the South Georgia gives Perry and the northern parts of the county railroad connections with the Seaboard Air Line at Greenville, Madison County. The Tallahassee Southeastern (Seaboard Air Line) has been extended into the northwestern sections of the county, but has not reached Perry. Among the institutions which are indispensable to the county seat are the Bank of Perry, the Taylor County Herald (founded in 1896) and its intermediate high school, with an enrollment in all grades of more than 460 scholars. Perry is also the center of the lumber industry of the county which has more than $1,000,000 invested in it. Several of the mills, which saw both pine and hardwood lumber, are operated entirely by electricity.

**Hamilton County**

The original Hamilton County was, with Madison County, created on the 26th of December, 1827. Bound on the west by Jefferson County, it has as neighbors two other counties which have perpetuated the names of famous American statesmen. The Hamilton County of today, with its 508 square miles, is one of the smallest of the political divisions of Florida. To the north, it adjoins the State of Georgia. The population of the county has steadily, although never rapidly increased, from 553 in 1830, to 2,511 in 1850, 5,749 in 1870, 8,507 in 1890, 11,825 in 1910. During the past decade, there has been a decrease in population, as the Federal census for 1920 gives it as 9,873.

Hamilton County lies in the northern tier of counties, between the Suwannee River on the east and south and the Withlacoochee River, its main western branch, on the west. A northern branch, the Alapaha River, drains its west-central sections. The county is in the artesian belt of Florida, and is famous for its springs and natural curiosities. The bed of the Alapaha River, which usually disappears in a sink several miles in length, is said by experts to furnish the finest glass-making sand in the world. The most famous of the medicinal waters is White Springs on the Georgia Southern & Florida line and the Suwannee River, eighteen miles southeast of Jasper, the county seat. Around these wonderful sulphur springs has been built a noted resort and quite a village. Just east of Jasper is Shady Pond, with its floating islands, and in the northwestern part of the county is Octahatchee Lake, with its mysterious subterranean outlets and inlets. The region, in fact, is one of copious underground waters.

Jasper, the county seat, is a town of about 1,400 people, and the banking, commercial and railroad center of quite a district. The Georgia
Southern & Florida and the Atlantic Coast Line cross at this point, and accommodate the principal stations and communities in the county. Jennings, on the Georgia Southern, northwest of Jasper near the state line, is one of the best towns outside of the county seat and White Springs. There are high schools at all of these places, and residents are assured of good educational advantages for their children. The First National and the Commercial banks at Jasper furnish substantial financial accommodations, and the News has been established at the county seat since 1890.

Considerable sections of Hamilton County are still covered with pine, and the hammocks supply such hard woods as hickory, oak, magnolia and beech. The score of turpentine stills in the county represent an investment of more than $122,000 and an output of 234,000 gallons valued at as many dollars; so that the pineries still stand for an industry that is important. The crops of peanuts, sugar cane and corn are sources of considerable wealth and the raising of hogs is profitable.

LAFAYETTE AND DIXIE COUNTIES

Lafayette and Taylor counties were created on December 23, 1856, and the latter assumed its present boundaries in 1877, but on April 25, 1921, the territory was taken from the southern part of Lafayette which now forms Dixie. Up to the time of the division, the area of Lafayette County was 1,202 square miles, and the population in 1920 was 6,242.

The Suwanee River bounds both of the counties on the east, and affords steamboat navigation to Branford, Suwanee County, on the east bank of the river, from which the Atlantic Coast Line runs north to Live Oak, Jasper and southern Georgia. The Live Oak, Perry and Gulf line has a southern branch to Mayo, the seat of government of the new Lafayette County, extending three miles farther east to Alton, which has a population of about 1,000. Mayo, the county seat, is somewhat smaller.

Dixie County borders the Gulf on the southwest. The waters of the coast are shallow, the only passable harbors being at the mouths of the Suwannee and Steinhatchee rivers, which form the western and eastern boundaries of the new county. These waterways to the Gulf are the outlets of the considerable quantities of lumber and naval stores still produced by the region. The seat of Dixie County is Cross City a hamlet on the Atlantic Coast Line which runs to Perry, the county seat of Taylor and southeastwardly through Western Florida.

Before the division of the county, Lafayette stood second among the counties of Florida in the production of peanuts, the crop in 1920 amounting to more than 218,000 bushels valued at nearly $492,000. At this writing, before any figures have been returned to the State Department of Agriculture, it is impossible to ascertain what proportional credit is to be given to each county as a raiser of peanuts, which now constitute one of Florida's large sources of wealth.
CHAPTER XLVII
BAKER, BRADFORD AND UNION COUNTIES

The territory now included in Baker, Bradford and Union counties, in the northeastern part of Florida, was formed into New River County on December 21, 1858. On February 8, 1861, Baker County was formed from the northern portion of New River and the name of the southern part was changed from New River to Bradford, on December 6, 1861. There was no further division of either of the two counties until October 1, 1921, when the legislative act became effective by which Union County was carved from Bradford.

Baker is in the northern tier of counties and second from the Atlantic coast, having Duval County on the east. The historic St. Mary's River takes a loophole in its northeastern territory, and passes across some of its northern sections into Georgia. Its branches are the chief drainage streams in the county. The great Okefenokee swamp also pushes down from Georgia into the northern part of the county. That region was formerly rich in standing timber, which was rafted down the St. Mary's River to tidewater, or found its way eastward by way of the railroads. Baker County was also a promising fruit land, its pears and peaches being especially favored. The Glen St. Mary nurseries are still famous, being located two miles west of Macclenny, the county seat. Sanderson, also on the Seaboard Air Line, which passes through the county from east to west, is a good shipping station, while Olustee, ten miles to the west, is not only that but the scene of the most important engagement of the Civil war on Florida soil. The Atlantic Coast Line cuts off the southeastern corner of Baker County on its way to the Gulf coast. Baker County is one of the small divisions of the state and its growth has probably been retarded by its proximity to Jackson-
ville and its large and absorbing activities. The population of the county has only increased from 1,325 in 1870 to 5,622 in 1920.

The Bradford County of 1920 had a population of 12,503. As before the division, the seat of justice is Starke, a town of more than 1,500. It is an incorporated town, with five churches, a fine school, about thirty stores and several factories of wood products. Its newspaper, the Bradford County Telegraph, was established as the Starke Telegraph in 1879.

Bradford county is separated from Union by New River, a northern branch of the Santa Fe, and which gave its name to the original county. In its central and southern sections are a number of pretty and interesting little lakes, such as South Prong pond, one of the sources of Olustee Creek, Crosby Lake and Sampson Lake. At the southeastern corner, between Bradford and Alachua counties, is Santa Fe Lake, the source of the river by that name, 137 feet above the sea. The most fertile land in the county is found around the lakes and along the water courses. The Georgia Southern line crosses the county from northwest to southeast, and the Seaboard Air Line from northeast to southwest. The main line of the Seaboard throws out a branch at Starke, and the two roads join the Southern at Hampton and Sampson City.

The new county of Union is separated from Columbia, on the west, by Olustee Creek, and on the south and east, from Alachua and Bradford counties, by New River. Its county seat is Lake Butler, which is a little town of about 800 people located at the junction of the Georgia Southern and the Atlantic Coast lines.

Thus the three counties carved from old New River have been accounted for.
Levy, the first of the western counties of Florida to be formed in the peninsula proper, has three water boundaries—the Suwannee River, on the west, the Gulf of Mexico on the southwest and the Withlacoochee River for a portion of its southern boundary. In the southern part of the county lies the Gulf Hammock belt, thirty miles long by ten broad, extending along the coast and representing the largest body of dense hardwood lands in the peninsula. Midway between the Suwannee and Withlacoochee rivers is the Wacassassa, penetrating the fertile Gulf Hammock, and east of that stream is a sweep of high rolling country exceptionally healthy. The Gulf Hammock belt is not only noted for its productiveness but for its variety of game, and the lakes, creeks, rivers and coasts furnish the choicest varieties of both fresh-water and sea fish. Cedar Key, which is the center of the large fish and oyster industry of the region, is the terminus of the Seaboard Air Line, which passes diagonally through the county from the northeast to that point, accommodating Bronson, the county seat, on its way. Williston, a station on the branch of the Seaboard which runs through the eastern sections of the county, is also a loading point. The Atlantic Coast Line, which runs through the county from northwest to southeast Otter Creek. As Cedar Key is the center of the fish and oyster industry, Williston is headquarters for the great cucumber crop for which Levy County is noted. Only one other county in the state (Orange) surpasses it in that line of production.

Levy County was formed on March 10, 1845 from Alachua and Hillsborough, in 1877 its area was increased by additions from Marion and in 1909 its present boundaries were determined. It has increased in population from 465 in 1850 to 9,921 in 1920. Its most rapid growth was from 1870 to 1880, when it increased from 2,018 to 5,767. Its present area is 1,233 square miles.

Citrus County, which was organized on June 2, 1887, has an area of 612 square miles, and a population of 5,220. Although not among the populous or wealthy counties of the state, it has numerous natural points of attraction. The Withlacoochee River forms its northern and eastern boundaries, the Gulf of Mexico the coast of which is bordered by countless islands and keys its western limits, and Hernando County, of which it originally formed a part, is to the south. Its special attractions, however, are along such of its interior streams as the Homasassa and Crystal rivers. The former is a reminder of the time when Citrus County was one of the largest orange producing districts in the state, the home of the famous Homasassa variety. The town, which lies a short distance east of the river, is in the midst of a warm, sunny, charming country, at the terminus of the Silver Springs, Ocala & Gulf Railroad (Atlantic Coast Line) and is a winter resort quite widely known. Those who have read the history of Florida are especially attracted to it, as the locality was the home of the famous Seminole chief, Tiger Tail, as well as of the Yulee sugar plantation and estate. Crystal River is the largest of all the spring streams along the west coast. It is the outflow of many large streams and, for eight miles, courses through beautiful hammocks to the Gulf. The growing town by that name is about seven miles north of Homosassa, on the railroad, and is a tourist center. Citronelle is a few miles farther north on the same line. The Seaboard
Air Line crosses the Atlantic Coast at several points in the northeastern part of the county. The two lines connect at Inverness, the county seat, a substantial town of some 1,100 people, which is also the terminus of the Seaboard Air Line in this section of the state. A stub also runs to Holder (phosphate) Mine No. 2. Inverness is also on the west shore of Apopka Lake, and Floral City is a thriving station and hamlet, about seven miles to the southeast on the Atlantic Coast Line.

Sumter County, near the center of the peninsula of Florida, is bounded by the Withlacoochee River on the west, and passed through a number of territorial changes before being reduced to its present area of 599 square miles. Its original formation dates from January 8, 1853. In 1871, its boundaries were changed, with those of Polk County; in the following year, it yielded a portion of its territory to Orange County; in 1879, its boundaries were again changed and in 1887 a portion of its area was given to Lake County. In 1890, which was the first census taken after Sumter County assumed its present form and size, the population was 5,363; in 1900, 6,187; in 1910, 6,666, and in 1920, 7,851.

The Withlacoochee River, with its branch, Little River, in the western part of the county, and Lake Ranasofkee, with other smaller bodies of water in the northern sections, furnish numerous charming spots for tourists, while all the larger towns have desirable hotels and eating houses. Many of the roads are durable and smooth, and a good asphalt road is being constructed to run through the county from Marion on the north to Pasco on the south. The Seaboard Air Line comes in from the north, first accommodating Oxford and Wildwood, at which station a branch is thrown out eastwardly into Lake County, and continues through nearly the length of the county, serving Sumterville and Bushnell, the county seat, on the way. At St. Catherine it crosses the Atlantic Coast Line, two branches of which system run through the southern sections of the county from east to west. Bushnell is the trading, banking (Citizens), tourist, and newspaper (Sumter County Times, founded in 1881) center of the county and is a pretty town of several hundred people.
Orange Grove. Poultry Farm. Stock Farm

Scenes in Brooksville
CHAPTER XLIX

HERNANDO AND PASCO COUNTIES

The original Hernando County was created on February 24, 1843, and both Citrus and Pasco counties were taken from it and organized on June 2, 1887. Prior to 1850, the county was called Benton. The Hernando County of 1920 had an area of 475 square miles. It had increased in population from 926 in 1850 to 4,548 in 1920. The county is famous for its mild climate and toward the central and eastern portions the lands become high and rolling. Brooksville, the county seat, is 328 feet above sea level, and not only a good business town, but a favorite health resort. Hunting and fishing are all-year sports, Bay Port on the Gulf coast being the center of fine grounds for red fish, sheephead, sea trout, snapper, and bass. The county seat, a place of 1,600 people, is the junction of the Atlantic Coast and Seaboard Air Lines, and as Hernando County is in the hard-rock phosphate belt of Florida is a leading shipping point for that product. It has good banking facilities (through the First National) and two newspapers, the Star (founded in 1888) and the Southern Argus (established in 1902). Brooksville is also the seat of the United States Plant Introduction Station, where experts experiment in the culture and transplantation of all kinds of foreign plants. The seedless squash is one of the well known products of the station. Centralia, in the northwestern part of the county, is the terminus of a branch from Tooke Lake Junction, a mile below Brooksville. Both the Seaboard Air and the Atlantic Coast lines cut across the southeastern corner of the county.

Pasco County, south of Hernando, is in the Highlands section of Florida, with its beautiful lakes, high hills and pleasant vales, as well as in the phosphate belt of the state. The country is a popular resort for huntsmen, fishermen, tourists and health-seekers. It has an area of 750 square miles and a population of 8,802, which has about doubled since its first census was taken in 1890. As the county is almost a parallelogram, from east to west, both the Tampa Northern, the Atlantic Coast and the Seaboard Air lines have built railroads to accommodate the people scattered over such an extent of territory. Dacie City, a town of more than 1,300 inhabitants, is a junction of the two main lines, and the main banking and business center of the county. The Bank of Dade City and the Bank of Pasco County are the institutions upon which the saw mill and naval stores men of that part of the county depend. Not only is the county well supplied with railroads, but $750,000 has been voted in bonds, within the past year (1921-22), to be expended on highways.

New Port Richey and Port Richey are practically one brisk community of several hundred people at and near the mouth of the Cotee River. The former is about ten years old and especially promising. Its bank is the First State Bank of New Port Richey and its newspaper, the New Port Richey Press. All its institutions, in fact, are new and coming—its electric light and ice plants, its water system, etc. The Richeys are connected with Tarpon Springs and the southern country through the Tampa Northern Railroad system and are on the Paradise loop of the Dixie Highway.

St. Leo Abbey and College, northeast of the central part of the county, is the center of a large Catholic jurisdiction. In June, 1887,
the Holy See gave to St. Vincent Arch-Abbey the spiritual jurisdiction over what now constitutes the counties of Pasco, Citrus and Hernando. Very Reverend Gerard Fitz was made superior over these missions with headquarters at San Antonio, Pasco County. The Order of St. Benedict of Florida was chartered in 1889, a college erected in the following year, and in 1894 St. Leo became independent. The first buildings were all frame, but in 1906 the corner stone of the present edifices was erected. St. Leo College is affiliated with the Southern States Association of High Schools and Colleges.
CHAPTER L

FIVE NEW COUNTIES OF 1921

The old DeSoto and Manatee counties lay between Hillsborough and Polk counties on the north, Lee County on the south, the Gulf coast on the west and Kissimmee River and Lake Okeechobee on the east. The southern part of Manatee County was constituted Sarasota County by act of the Legislature which became effective on June 15, 1921, and Hardee, Charlotte, Highlands and Glades were formed from DeSoto County on April 23d of the same year.

The original Manatee County was created on January 9, 1855, and DeSoto was carved from its territory on May 9, 1887. Thus Manatee County was the father of the seven counties now known as Manatee, Sarasota, Hardee, DeSoto, Charlotte, Glades and Highlands. Manatee County of today has already been described.

SARASOTA COUNTY

Sarasota County, which now extends along the Gulf coast from the middle waters of Sarasota Bay to those of Lemon Bay, is in the heart of a famous citrus section of the state. The bay which gives the county its name is one of the most beautiful in Florida; and that is saying much. It is about fifteen miles long and three miles wide, and separated from the Gulf of Mexico by a chain of islands, or keys, and is nearly landlocked. They are readily reached from the mainland and are being dotted with winter homes and hotels. Within the so called key areas lie some of the choicest fruit lands. Not only oranges and avocado pears...
flourish therein, but Irish and sweet potatoes and early tomatoes are abundantly raised. In these waters is also a great variety of edible fish, to attract both the sportsman and householder. Sarasota, the county seat, has a population of 2,000 or more, and is the largest city on the Gulf mainland coast south of St. Petersburg. It has pretty and well paved streets, attractive homes, good water and school systems, electric lights, the usual banking accommodations, a newspaper (the Times, founded in 1886), a public library, flourishing Woman's Club; Bay Front Public Park, with municipal pier extending 600 feet into the bay, and a free bridge over Sarasota Bay to the charming Crescent Beach on the Gulf of Mexico. South of the county seat and the financial and trade center of the county is the famous Potter Palmer estate. Outside of Sarasota are several pretty stations and hamlets along the east and west coast line, such as Fruitville, Bee Ridge, Osprey (near the estate mentioned), Laurel and Venice (an old settlement).

Hardee County

The first county east of Manatee is the new division named in honor of the serving governor of Florida, Cary A. Hardee. The county is in the modern citrus belt of south-central Florida.

DeSoto county prior to the radical division of 1921 was fourth in capacity yielding nearly 2,500,000 crates of oranges and grapefruit in 1920. It was also first of the counties as a raiser of cattle, grazing in its great southern stretches of country more than 3,500,000 of the bovine kind. Hardee County is in the citrus belt; also in the protected interior region of early vegetable gardens and farms. Wauchula, its county seat, a busy town of more than 2,000 people. Consequently the visitor sees therein, half a dozen large fruit and packing houses, it has a branch of the Florida Citrus Exchange, and is headquarters for the Wauchula Truck Growers Association and numerous brokers' and buyers' agencies which insure to the grower high market prices. Wauchula has the Florida Advocate (founded in 1894) and a well organized Board of Trade to also champion the interests of city and county. The county seat is located on a considerable excavation and is a healthful resident town on the Atlantic Coast Line. The Dixie Highway also enters this section. The Charlotte Harbor & Northern railroad passes through the western portion of the county.

The new DeSoto County, with its thrifty and picturesque seat of government, Arcadia, has been described in other pages.

Charlotte County

South of Sarasota and DeSoto counties is Charlotte, with Lee County on the south and Glades on the east. Charlotte Harbor, with its northern extensions in the form of Peace Creek and Miokka River, distinctly divide the eastern from the western sections of the county. It is in the upper edge of the rich, level lands, partly timbered, extending from Lake Okeechobee on the east to the Caloosahatchee River on the west. Within the county are soils adapted especially to trick farming, and citrus fruit and pineapple culture. The banner section for these industries is that which lies within a few miles of the bay and its tributaries, as it is usually ten degrees warmer than unprotected regions and those not tempered by the sunny waters of the south. The orange and grapefruit groves and trucking districts are widely scattered along the high banks of the waterways, while the pineapple culture is centered around Punta Gorda, which lies at the mouth of Peace Creek, on the eastern shores of Charlotte Harbor. The county seat is a pretty stirring town of 1,300 people, with asphalt streets and concrete sidewalks, an electric service water works (five artesian wells), and sewerage system, maintained or owned by the public. Punta Gorda is under the commis-
sion-manager plan of city government. It is unnecessary to enumerate all the business, financial, social and religious advantages offered by the place as a satisfactory residence community. Mention, however, should be made of a few organizations which have been unusually prominent in placing them before the reading and thinking public; reference is made to the County Board of Trade, Commercial Club, Business Men’s Association, Woman’s Civic Association, and the local newspaper, the Herald (established in 1893). Punta Gorda is the natural center of the tide of travel and pleasure which sets toward the attractions of Charlotte Harbor in the winter months, and its population is greatly increased by the coming of hundreds of fishermen, hunters, boatmen and tourists during that season. The bulk of travel comes over the Atlantic Coast Line, which runs southeast to Fort Myers, Lee County. Outside of Punta Gorda, the second largest settlement in the county is Charlotte Harbor, on the opposite shore of Peace Creek. Six miles north on the same side of the stream is Cleveland, with its marine railway for the transportation of yachts and ships; Murdock, in the northwestern part of the county, on the Charlotte Harbor & Northern line, and the center of the naval stores district; Gasparilla, a fishing port on the northern end of the island by that name; Bermont, in the northeast, center of a rich trucking section, and Acline, about six miles southeast of Punta Gorda, on the Atlantic Coast Line, in the heart of the orange-growing section.

Highlands County

Highlands, bounded by Hardee and DeSoto counties on the west, by Kissimmee River and Glades County on the east and south, is the largest of the new counties of 1921. It is also the least developed; but nature has been very kind to it in the way of providing charming lakes and streams, gushing springs and lands, both productive and potentially fertile, with proper and promised drainage. The largest of the lakes which cover a large portion of its area is Istokpoga, which, with connecting streams and lakes, drains into the Kissimmee River. The county seat is Sebring, a town of nearly 1,000 people, on the Atlantic Coast Line, which comes from Haines City and traverses the county southward toward the Big Cypress Swamp of Lee County.

Glades County

Glades County, lying west of Lake Okeechobee, promises to be one of the noteworthy products of the Everglades drainage project, and already the southeastern sections of it, centering in Moore Haven, the county seat, are rapidly developing. Although Moore Haven is only about six years old (1922) it has a population of some 1,500, and is the representative inland city of the Everglades district. Around it, and continuously being reclaimed to sugar cane and vegetable culture, are thousands of acres of rich muck lands. Moore Haven is reached by the Atlantic Coast Line, and has water transportation, by Lake Okeechobee and canals, with the Atlantic coast cities, and by canal and the Caloosahatchee River to the Gulf of Mexico. It is the mid-station in the trans-Florida trip which is becoming quite the thing for tourists and commercial travelers. The modern little city is also a growing point in the shipment of early vegetables, especially tomatoes. In the latter specialty it ranks high, and is coming more and more to the front as the adjacent lands of the Everglades are developing.
DRIVES BY WATER'S EDGE
CHAPTER LI
LEE AND BrowARD COUNTRIES

Lee County was formed on May 13, 1887, being detached from Monroe County on that date. With its area of 4,641 square miles, occupying so large a portion of southwestern Florida, it is the largest county in the State. Its population (1920) of 9,540 is scattered over a wide extent of country. In 1890, the first census taken after it was created from Monroe, it numbered 1,414 inhabitants; 3,071, in 1900, and 6,294 in 1910. Of the total, in 1920, Fort Myers numbered 3,678, or more than one-third. The county seat has connections with the north through the Atlantic Coast Line and is a well built and clean city, on the south shores of the Caloosahatchee River, an arm of Charlotte Harbor. It is a wide, beautiful stream and the only western outlet of Lake Okeechobee and the Everglades district to the Gulf of Mexico. It flows seventy-three miles in a westerly direction, emptying into San Carlos bay near Punta Rossa. From that point to Fort Myers the river has an average width of one and a half miles. A few miles east of the county seat it suddenly contracts to a stream not over a quarter of a mile wide, and its width gradually narrows until long before Fort Thompson is reached, the width does not average 150 feet. Seagoing vessels are operated to Fort Myers and light-draft boats to Lake Okeechobee via Caloosahatchee River and state canals.

CALCAREOUS HAMMOCK LAND, NINE MILES EAST OF FORT MYERS, IN LEE COUNTY

The underlying material here is a marl.

and 6,294 in 1910. Of the total, in 1920, Fort Myers numbered 3,678, or more than one-third. The county seat has connections with the north through the Atlantic Coast Line and is a well built and clean city, on the south shores of the Caloosahatchee River, an arm of Charlotte Harbor. It is a wide, beautiful stream and the only western outlet of Lake Okeechobee and the Everglades district to the Gulf of Mexico. It flows seventy-three miles in a westerly direction, emptying into San Carlos bay near Punta Rossa. From that point to Fort Myers the river has an average width of one and a half miles. A few miles east of the county seat it suddenly contracts to a stream not over a quarter of a mile wide, and its width gradually narrows until long before Fort Thompson is reached, the width does not average 150 feet. Seagoing vessels are operated to Fort Myers and light-draft boats to Lake Okeechobee via Caloosahatchee River and state canals.

HISTORICAL EVENTS AND POINTS

Lee County teems with historic associations and is covered with the atmosphere of Indian warfare. The post at Fort Myers was first occupied by United States troops on November 4, 1841, and abandoned
March 21, 1842, or during the last period of the Second Seminole war. It received its present name in February, 1850, when it was formally selected by the Government as a military post and named in honor of Colonel Abraham C. Myers, a distinguished veteran of the Mexican war and at that time chief quartermaster of the War Department of Florida. It was occupied by the militia for eight years, and was abandoned as an army post in May, 1858. Since then it has developed from a little crude frontier settlement into a thriving city. Fort Thompson, at the head of tidewater on the southern bank of the Caloosahatchee, was named in honor of Colonel Alexander R. Thompson, a gallant officer killed at the head of his regiment, at the battle of Okeechobee, December 25, 1837. It is in the midst of a great cattle country, and is the location of electric light and ice plants, which furnishes both light and ice to various points on the river. Fort Denaud, about twenty-four miles east of Fort Myers, was established in the late '30s, as an army depot of supplies, and was located on land belonging to a Frenchman, Pierre Denaud. It was evacuated in 1858, and is now a hamlet center of a citrus, sugar cane and trucking country.

Labelle, between Denaud and Fort Thompson, is a growing village of several hundred people, and has long been considered the center of the cattle industry in which Lee County has been prominent for years. Alva, eighteen miles east of Fort Myers, is the highest point on the Caloosahatchee River, and has one of the largest grapefruit groves in the State, with a first-class packing house on the northern side of the river, opposite Fort Myers, are New Prospect and Woodrow (the latter, on the Atlantic Coast Line christened in honor of the former president). Productive fruit and vegetable lands lie around them.

Punta Rassa, which is at the mouth of the river, has maintained the office of the cable to Havana and had the melancholy honor of being the first station in the United States to receive news of the sinking of the Maine. Sambel, Estero and Captiva Islands, along the western shores of San Carlos Bay, are well known winter resorts. Cayo Costa Island, northwest of Captiva, is the site of a Government lighthouse reservation and quarantine station. Still ascending the Gulf coast the sailor comes to the large Pine Island, famous for its citrus and avocado pear groves, and Useppa and Gasparilla islands, piratical haunts of the early days. Boca Grande is the home of the Silver King and other game fish.
SCENES IN AND AROUND FORT LAUDERDALE
Going south from Fort Myers, along the Dixie Highway and the Tamiama Trail are reached such pleasant towns at Estero and Bonita Springs. On the coast is Naples-on-the-Gulf, a charming resort, and some miles farther south on Marco Island are the town by that name and Caxambas, the headquarters of a large clam-canning industry. Cape Romano is still to the south, and Everglade, an Indian trading post south of Marco is a point of interest to tourists and curio collectors who have never long to wait for a delegation of Seminoles emerging with their ware from the Big Cypress swamp, twenty miles to the north. The history of the Seminoles and their reservation, in eastern Lee County, is given in another chapter of this work. Immokalee is located near the center of the county on high ground and a fertile area of sugar-cane raising surrounds it, which is also the terminus of a branch of the Atlantic Coast Line.

All roads in Lee County lead to Fort Myers, which is the center of a large commercial and agricultural territory in southwestern Florida. It represents a property valuation of nearly $6,000,000 and is governed under the commissioner-manager form. Its public utilities are modern in every way, and its climate is so balmy, yet stimulating, that such judges of good things as the late naturalist Burroughs and the present Edison and Ford, chose Fort Myers as the center of their southern play grounds. Its artesian water supply, sanitary sewers, public park, municipal piers for both commerce and pleasure, electric light and ice plants, social organizations, fraternities, churches and schools partially tell the story of its attractions to the resident: Its schools are especially good and are conducted both for the benefit of those who live in Fort Myers and those who come as visitors. They include the Andrew D. Gwynne Institute (grammar school), the Gwynne High School and the Bungalow school, the last named for primary grades. A new $100,000 high school is on the way. The Robert E. Lee Memorial Hospital is an institution of pride, and the Public Library is well managed and growing; and at, and all around Fort Myers, are coasts and rivers, island and mainland, which nature has richly endowed with all the essentials to satisfy normal excitement, recreation and pure love of the great out-doors. The substantial business and commerce of the place is solidly backed by three banks—Bank of Fort Myers, First National Bank and Lee County Bank, Title & Trust Company. The city and the county have enthusiastic and fair promoters in the local newspapers, the Press (founded in 1884) and the Tropical News (established in 1920); in the county agent, who is doing such effective work through the County Council, or Farm Bureau plan, and the Fort Myers Chamber of Commerce.

Broward County is one of the young divisions of Florida, having been carved from Dade and Palm Beach counties on the 1st of October, 1915. Within its area of 720 square miles is a population of 5,135, of which Fort Lauderdale, its county seat, numbers nearly 2,100.

The rapid progress made within the past decade in the development of the county seat and the county as a whole is chiefly the result of the drainage of Everglades lands and the bringing of such considerable areas of them to productiveness. It is most appropriate that the county should be named Broward after the governor by that name, as it was during the last year of his administration (1909) that the first dredges were put to work in the Everglades, which marked the real commencement of the progress of the county, of which Fort Lauderdale was to be the political and commercial center.

At that time it was simply known as the hamlet on New River, which had been calmly existing on the site of the fort built during the Second Seminole war. It was also a flag station on the Florida East Coast Railway. But when the state selected New River as the
natural channel by which to connect two of its largest drainage canals from Lake Okeechobee with the Atlantic coast at Fort Lauderdale, making that point the center of a great drainage district of more than 500,000 acres, the transformation of the entire region from inaction to hopeful and confident activity was magical. The N. P. Broward Drainage District, with the building of the New River Canal through Fort Lauderdale, and the construction of the South New River Canal from the Miami channel to the coast at Dania just south of the county seat, has been the sponsor to the great developments of county and city. Fort Lauderdale has blossomed into a live little city of 2,000 people, healthful and vigorous as its climate and surroundings, and it has not been inaptly christened the Gateway to the Everglades. It also shares with Miami and West Palm Beach the benefits of being the chief outlet of the expanding productiveness of the districts being steadily reclaimed. Tomatoes, pepper, cabbage and string beans are large crops of the tributary territory, and sugar cane and Irish potatoes are among the other productions which are bringing the country into notice. Large power boats operate between Fort Lauderdale, the canals and Lake Okeechobee, taking supplies and passengers westward, and return with the products of the Everglades, which are chiefly shipped northward over the Florida East Coast line. Pleasure boats also pass back and forth. Fort Lauderdale is also on the Dixie Highway, and good roads (such as the Cross State) are rapidly being built westward. Las Olas is the chief bathing beach on the ocean near Fort Lauderdale. The chief trading points along the coast are at the outlets of the canals at Dania, Pompano and Deerfield.
CHAPTER LII
FOUR EAST FLORIDA COUNTIES

The original St. Lucie County was formed March 14, 1844, and its name changed to Brevard, January 6, 1855; the present county by that name was recreated from Brevard, on the 24th of May, 1905. It has an area of 1,024 square miles, and its population has increased from 3,024 in 1905 to 7,886 in 1920. Fort Pierce, the county seat, is a growing town of about 3,000 people, on both the Florida East Coast Railway and the Dixie Highway. Its location is on the high and sloping banks of the beautiful Indian River, and separated from the Atlantic Ocean by a narrow peninsula. The town is in the region of the famous Indian River orange, and nestles among groves of golden citrus fruit, stately palms and vine-covered oaks, pineapple fields and tropical vegetation and flowers. Thirty miles to the north, near the Brevard County line, is the Sebastian River and twenty miles to the south, flowing through the southeastern sections of the county, toward the coast, is St. Lucie River, the mouth of which is just over the Palm Beach County line.

FOUR EAST FLORIDA COUNTIES

TURTLE MOUND, NORTH INDIAN RIVER

Fort Pierce represents the only large center of population in the county, although Vero, in the northeast, is a thrifty station and shipping point on the railroad, and there are other smaller places scattered along the line of the Florida East Coast Railway. The county seat has seven churches, two good schools, more than fifty business houses and industrial plants, various secret and fraternal organizations, a public library, two banks (Fort Pierce Bank and Trust Company and the St. Lucie County Bank), a newspaper (News-Tribune, founded in 1903),
Camber of Commerce, and, for rest and recreation, a public park, movies, baseball, tennis, swimming pool, year-round surf bathing, boating, fishing, hunting and motoring. It has one of the prettiest riverside drives in Florida.

**Okeechobee County**

Okeechobee County, to the west of St. Lucie, with the Kissimmee River on the west, and Lake Okeechobee protruding into its southern sections, was formed on August 7, 1917, has an area of 720 square miles, and a population of 2,132. It is one of the least developed of the counties, although Okeechobee, the county seat, a town only a few years old, has a population of about 1,200 and is partaking of the benefits derived from the development of the Everglades region. It is at the head of Lake Okeechobee and on the New Smyrna extension of the Florida East Coast Railway, and will be on the line which is projected to West Palm Beach. Okeechobee has orange groves, cattle ranches and sugar cane lands as supporting factors. It has a large fruit packing house, a lumber mill and two turpentine companies, four fish companies which draw their supplies from Lake Okeechobee, an electric light plant, a lumber yard, two oil companies, and an ice factory, a bank with resources of $600,000, a weekly newspaper (The News), a modern $40,000 school building, two or three churches, five hotels and a score of stores to supply every conceivable want of the outer or inner man. One of the vocational educational schools for whites supported by the state is also located there. Such institutions are mentioned without any attempt at classification, as they might occur in passing through the streets of Okeechobee.

**Brevard County**

The original Brevard County, formed on January 6, 1855, displaced the first St. Lucie. It was at once divided among Brevard, Dade and Volusia counties. In 1874, the boundaries of Brevard with Dade and Manatee were changed and in 1899 it annexed part of Volusia. Then in 1887, Osceola was formed from Brevard and Orange and, in 1905, the recreated St. Lucie County was also formed from Brevard. Which left a splendid stretch of land extending for seventy-five miles along the famous Indian River and the Atlantic coast, and the foundation for the development of one of the choicest citrus belts in the world. No orange in the country is better known than the Indian River variety, which has placed the region in the front rank of the great citrus counties of Florida. Its annual production amounts to more than 600,000 crates of oranges valued at $1,350,000 and more than 117,000 crates of grapefruit, which brought to the growers over $246,000.

The large, growing and beautiful cities, villages and settlements, of Brevard County are in the semi-tropical, fragrant, fruit-laden belt on either side of the Indian River, but generally along its western shores on the line of the Florida East Coast Railway. Titusville, the county seat, is one of the oldest towns on the central east coast, having been incorporated in 1886, more than a decade before the railroad reached it. But the Indian River oranges were already well on their way to the northern markets. The Indian River is six miles wide at Titusville and furnishes not only a rare view, but unsurpassed boating and fishing. The latter has long since developed into a commercial industry and has helped to make the county seat the large shipping point which it has become. It has some 1,400 people. Its streets are mostly paved with coquina rock and shell, and the water system of the town is owned by the municipality. There is a good system of public schools, two banks, a newspaper (Star Advocate, founded in 1880), and other evidences of progress and development. Titusville is the junction point for the branch of the Florida East Coast Railway to Enterprise Junction, Volusia
County, and also to Maytown, the same county, where connection is made with the Okeechobee branch to the Everglades district. With the completion of the bridge across Indian River connecting Titusville with the north end of Merritt's Island, a fertile area of 95,000 acres of Government land which is open to settlement will be made commercially tributary to the county seat and mean much to its progress.

Brevard County increased in population from 246 in 1860 to 1,216 in 1870; 1,478 in 1880; 3,401 in 1890; 5,158 in 1900; 4,717 (decrease) in 1910, and 8,505 in 1920.

Cocoa, eighteen miles south of Titusville, is almost in the center of the county, and is a progressive little town of about the same population as the county seat. It is surrounded by citrus groves and truck farms, and is one of the live stations and shipping places on the Florida East Coast Railway. Six large packing houses assist in moving the crop tributary to Cocoa. Two banks attend to its financial needs and the Tribune (established in 1917) to its publicity, aside from its manifest advantages. It also has a good union school with an enrollment of about 320 pupils, which includes a state-accredited senior high school. The building is new and cost $60,000. A bridge and causeway three miles long are being built to connect Cocoa and the mainland with the south end of Merritt's Island, and as fishing platforms have been built along the structure this is a favorite locality for salt-water fishing. Two and a half miles west of Cocoa is Lake Poinsett, an expansion of the St. Johns River, which is noted for its black bass. Surrounding the lake and far to the west are thousands of acres of pine, prairie and hammock lands, where game of all kinds is plentiful. Some of the oldest orange groves in Florida are tributary to Cocoa. Not a few of them were in bearing as early as 1868. The place was settled in 1880 on land belonging to Capt. R. A. Hardee, a Georgian, and one of the pioneer orange planters of East Florida. Soon afterward J. M. Sanders built the first house on the town site. The name of the city was taken from the Florida coast plant and fruit known as the Cocoa plum, which grew in the vicinity in great profusion prior to the settlement of the section, and was suggested as a name for the first postoffice by Capt. R. C. May of Rockledge, the adjoining community on the south, who was also among the early orange growers.

Other events: First hotel opened in 1882; postoffice established in 1885; also first newspaper; first church, St. Mark's Protestant Episcopal, built in 1886; first bank established, 1889, as well as first Masonic lodge; public library opened, 1896, and town incorporated in same year; light and power plant established in 1917, and first bridge to Merritt's Island built that year, and high school building completed in 1919. A large Zoo has recently (1922) been established at Cocoa.

Rockledge, two miles below Cocoa, is a busy station, but Melbourne, in the southern part of the county, is perhaps the third of the leading centers of population in Brevard County. Among its largest public improvements are the $125,000 bridge, one and three-quarters miles in length, which connects the town with its two ocean resorts, Indianaltic-by-the-Sea and Melbourne Beach, and a handsome high school building costing $140,000 and the most modern and commodious building of the kind in the county. Melbourne is on the main line of both the Atlantic Coast Railway and the Dixie Highway, and is also the Atlantic terminus of the cross-state highway from Tampa. Its population of nearly 1,000 is segregated—whites, 700, and colored, 250. Melbourne was first settled in 1878, and its name was given by one of its founders, a former resident of the Australian city. The streets of the city (for it is incorporated) are wide and electrically lighted. It has adequate banking facilities and its best interests are also conserved by a well conducted Chamber of Commerce and a substantial newspaper, the Melbourne Times, which was established in 1894. Melbourne is often known as the Midway City, being equidistant between Jacksonville and Miami.
Osceola County was created from Brevard and Orange counties by legislative act, which became effective May 12, 1887. In 1890, its population was 3,133; in 1900, 3,444; in 1910, 5,507; in 1920, 7,195.

Osceola County is in the great lake region of central Florida, with Polk County on the west and Lake and Orange counties on the north, Brevard on the east and Okeechobee on the south. Its county seat, Kissimmee, is pleasantly located on the north shore of Lake Tohopekaliga at the head of navigation of the Kissimmee system of lakes, canals and rivers. Small boats can go from Kissimmee to Fort Myers and the Gulf of Mexico, via canals and lakes, including the great Okeechobee, and lastly the beautiful Caloosahatchee River. They can also reach Miami, West Palm Beach, Fort Pierce and other cities on the Atlantic coast, through the Everglades system of drainage canals. So that Kissimmee holds a commanding position on the waterways of interior Florida. It is a modern city of about 3,000 people (2,722, census of 1920), and stands on the site of Fort Kissimmee, of the old Seminole days. It has an excellent senior high school and educational system in general, six churches owning their own homes, municipal ice and light plants, a municipal band, sanitary water works and sewerage systems, a modern fire department, a Chamber of Commerce, a newspaper (the Kissimmee Valley Gazette, established in 1891), and two banks (Bank of Osceola County and Merchants & Farmers). Kissimmee is on the Atlantic Coast Line running direct to Tampa, with extensions shooting out in all directions, and is the terminal of two branch lines from the north. It is the center of a most productive back-country, where cattle raising and orange culture have long been the main industries. In the development of them, as well as of the general interests of the region, the county agent and the State Marketing Bureau, with headquarters at Kissimmee, have been accorded a large credit.

St. Cloud, on the southern shores of East Tohopekaliga Lake, is a city (incorporated in 1913) of about the same size as the county seat, and is under a modified commission form of government. It is on the Atlantic Coast Line and the Dixie Highway and a growing place. The city was organized as a veterans' colony for soldiers of the Union army in the Civil war, and is said to have the second largest Grand Army post in the United States (Chicago having the largest). Ninety per cent of the population of St. Cloud is of northern origin. Colored people have always been excluded from it. The city has two banks, an accredited high school, several miles of paved streets, city-owned light and power plants, modern water works and sewerage systems, several public parks, fresh water bathing and boating, and fine hunting only a few miles away. Its newspaper, the St. Cloud Tribune, was established in September, 1909, by the Seminole Land and Investment Company, of Washington, D. C., only a few months after the opening of the new townsite of St. Cloud. It was incorporated in 1916.

As will be inferred, the bulk of the population of Osceola County is centered in its northwestern part along the railroads of the Atlantic Coast Line and the shores of the Tohopekaliga lakes. Although the Florida East Coast Railway from New Smyrna passes through the east-central sections of the county, its stations are comparatively unimportant.
CHAPTER LIII

NORTHEAST FLORIDA COUNTIES

LAKE COUNTY

Lake County, which was formed from portions of Lake and Sumter counties, on May 27, 1887, is in the great orange belt and lake country of central Florida. It has an area of 1,128 square miles, and is one of the most irregularly shaped counties in the state. Its southern portion is a parallelogram, bounded partly by the Withlacoochee River on the south, and its northern part an irregular triangle, with the St. Johns River and Lake George on the east. The surface of the county is so covered with lakes that no two of its residents agree as to their exact number. Lake Apopka, to the southeast, lies mostly in Orange County, although a portion of it is in Lake. The largest bodies of water lying wholly within the county are in the western sections, or in the northern part of its parallelogram. These include Lake Harris, Lake Eustis, Lake Dora, Lake Griffin, Lake Yale and Lady Lake—all beautiful sheets of water imbedded in orange groves and presenting, on their shores, most of the large centers of population in the county. The charming and healthful cities in this striking lake region of the county, include Tavares, the county seat, on the northwestern shore of Lake Dora; Eustis, on the eastern shore of the lake by that name; and Leesburg, just northwest of Lake Harris. Umatilla is two miles east of Lake Yale, and Fruitland Park is about the same distance east of Lake Griffith. Groveland and Clermont, other growing points, are in the southern lake region. All are on the Atlantic Coast line, which forms a large loop in the upper lake region, and also passes through the southern sections of the county, east and west. The Seaboard Air Line strikes the system at Leesburg, runs east and southeast through the northern lake country, and connects with the Atlantic Coast Line at Tavares and with the Tavares & Gulf railroad at Ellsworth.

Although the old settlements of the county were planted on or near the shores of the northern lakes, they did not grow in any marked degree, or the population of the county materially increase, until the railroads commenced to be pushed into the orange country in the middle and late '80s. Leesburg was the first settlement of the county, and was named after L. B. Lee, who homesteaded the land which is now a part of its site in 1867.

Although Tavares is still the smaller place, its complete railroad connections and its commanding position between Lakes Dora, Harris and Eustis, give Tavares unusual advantages as a convenient center for the transaction of public business. Its streets are wide and well paved, it enjoys pure, deep-well water, and draws its electric light and power and ice supply from the Eustis plants. The county seat is the natural headquarters of the Lake County Chamber of Commerce, a live body organized in 1915. Its newspaper is the Herald, founded in 1882.

Eustis has a present population of about 1,800 people, with asphalt pavements, and many cement sidewalks, modern and completely stocked stores, two banks (the First State and Citizens Bank), a public library with over 2,000 books, a well managed newspaper (the Eustis Lake Region, founded in 1884), a State accredited senior high school of more
than 250 pupils (about 70 in the high school department), and churches and fraternal societies and social and sporting organizations to supply the needs of the normal person. The Eustis Water, Light & Power Company supplies pure artesian well water for general use and fire protection, and an electric light system for municipal and private use. The city is located on the central route of the Dixie Highway, on the Atlantic Coast Line, and is altogether a popular and progressive center of the lake region of Central Florida. One of its latest manifestations of the modern spirit is the completion (in November, 1921) of a fine municipal pier which extends into Lake Eustis for a distance of nearly 300 feet.

Leesburg, in the western part of the county and at the headwaters of the Ocklawaha River, is served by both the Atlantic Coast Line and the Seaboard Air Line railways, and, in addition, there are two branches of the Atlantic Coast Line running to Astor on the St. Johns River and to Sanford, respectively. The city has good clay roads leading out in all directions and has adequate banking facilities to carry its large shipping trade. Its newspaper, the Commercial, is one of the pioneer journals of the state, having been founded in 1876. A unique industry was established at Leesburg in January, 1922, when the last of a large plant of eight buildings was completed to manufacture paper from sawgrass, which covers such large areas in Southern and Central Florida. The Grass Fiber Pulp and Paper Corporation which is behind the enterprise controls upward of 17,000 acres of sawgrass on the shores of Lake Griffin. Leesburg maintains a school of twelve grades, with a high school department, has four churches and other evidences of a growing town of nearly 2,000 people.

Clermont and Groveland are two of the growing little towns in the southern part of the county on the Atlantic Coast Line. The former, one of the old settlements, was platted by the Clermont Improvement Company in 1884. Its water system was established twelve years ago and the electric lighting system in 1916. Clermont has especially advanced within late years as a pretty winter resort in the highlands of central Florida. They both have high schools (junior) and are settled by a progressive class of citizens.
Mount Dora, east of Lake Dora, is an attractive little village on the Atlantic Coast Line, which, for a place of its size, is especially favored with superior schools. It has both a junior high school and a grammar school. As it is the region of small lakes, the surrounding country is charming.

Montverde (Green Mountain) is a small village in the southern part of the county on the Tavares & Gulf Railroad just west of Lake Apopka. It is best known because of the Montverde Industrial School, a non-sectarian, coeducational institution, standing in elevated grounds of 200 acres and in the midst of most picturesque surroundings. It was organized in September, 1912, with twenty-two students, and the present plant of three buildings has accommodations for the 250 pupils of both sexes who are in attendance.

Lake County, as a whole, is one of the most attractive and progressive in Florida. It stands sixth among the counties in the production of oranges, second in watermelons, and is developing into a first-class trucking territory. It has been one of the pioneers in the introduction of good roads, laying down the first sand-asphalt highways in the state. It has spent more than $500,000 in such improvements, which gives the county first place for road expenditure per capita.

**CLAY COUNTY**

Clay, one of the northeastern counties of Florida, bounded on the east by the St. Johns River, was formed from Duval County on December 31, 1858. In 1860, it had a population of 1,914, which had increased in 1890 to 5,154, and in 1920 to 5,621. Its present area is 622 square miles. The only town of any considerable size in Clay County is Green Cove Springs, the county seat and a favorite winter resort, within an hour's ride of Jacksonville over the Atlantic Coast Line. The St. Johns River steamers also make frequent trips between the two places. There are also many beautiful side trips to the home of Harriet Beecher Stowe, to Middleburg, various orange groves and other interesting points. There is a fine macadam road from Jacksonville, winding along the river bank to Orange Park, in the northeastern part of the county; thence through a picturesque and semi-tropical country to Green Cove Springs.

Green Cove Springs has been well described as "one of the favorite interior resorts of Florida, located on a broad stretch of the St. Johns River a short distance north of the Picolata Narrows. It takes its course from a great sulphur spring, which discharges 3,000 gallons of water per minute. This flows down into a perfect bathing pool, and many visitors come there for the benefit to be derived from its waters."

The town of Green Cove Springs which has been founded as a result of this large and continuous gathering of tourists, is a community of about 2,000 people, having all the required accommodations for banking, trading and sanitary living found in other places of its standing. The latest addition to its several excellent hotels was the St. Elmo, thrown open to the public on December 31 (New Year's Eve), 1921. Not only are the guests of Green Cove Springs made comfortable, but they are provided with a wide range of amusements.

Just before reaching the county seat, Magnolia Springs is passed. A number of years ago the locality was quite a resort on account of the medicinal qualities of the springs which gave the place its name. An extensive hotel was erected there, comprising seven buildings and the grounds covering 290 acres. Some $250,000 had been expended on the property, when in 1908 it was purchased for the purpose of founding a private university preparatory school. This was done and, under the name of the Florida Military and Naval Academy has since been under the superintendency of Colonel George W. Hulvey. The number
of cadets is limited to 125. It is an accredited institution and its graduates may enter West Point, or any other university.

In the '50s, Middleburg was one of the largest cotton shipping ports in the state. Fleming's Island, first settled in 1790, was in those times and before, a great cotton plantation, and Hibernia, on its southern extremity, also an important port of shipment.

FLAGLER COUNTY

Flagler is one of Florida's infant counties, dating from June 2, 1917. It has an area of only 484 square miles and a population in 1920 of 2,442. Lying between Crescent Lake, in the St. Johns River system, and the Atlantic coast, and largely undeveloped, it has attractions for tourists and sportsmen who are seeking quiet pleasures. The little town of Bunnell is the county seat. With the completion of the Bimini drainage project and the opening of more than 50,000 acres of land in that region, Bunnell should grow and flourish. It is nearly in the center of the county on the Florida East Coast Line, which runs diagonally through its territory from the northwest corner to the coast. Along the Atlantic, Flagler County has continuous water communication north and south through the system known as the Florida Coast Line Canal.