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STANDARD
GUIDE
FLORIDA



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This is the most wonderful device on any player-piano, for with it you have absolute control of tempo and can accelerate or retard at will. It is invaluable in accompanying a vocalist or instrumentalist.

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1913 95



GARDEN OF HOTEL CAMAGUEY.

THE CUBA RAILROAD



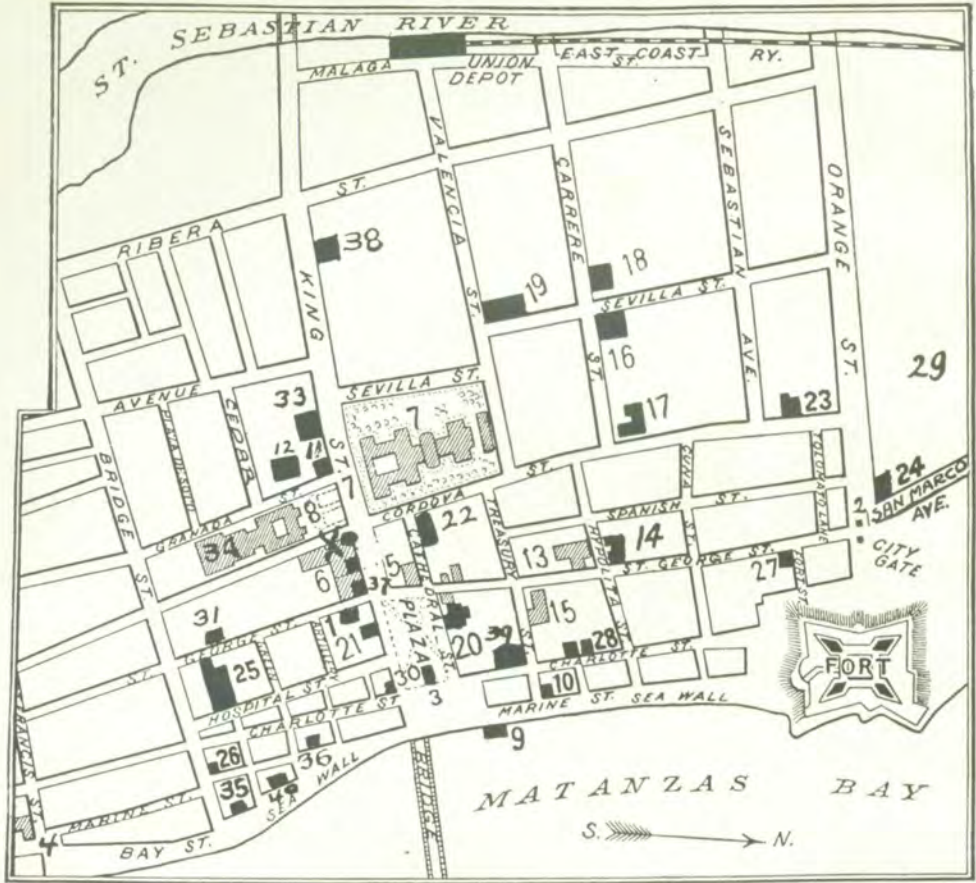
MAP OF CUBA RAILROAD, SHOWING BAYAMO AND MANZANILLO EXTENSIONS.

The Cuba Railroad connects Havana and Santiago, and Antilla on Nipe Bay. New lines operate a daily service between Marti and Bayamo, Bayamo and Manzanillo, and Bayamo and San Luis.

The road is of standard gauge and similar in its construction and equipment to the better class of northern lines. All of its important bridges are of steel and masonry, and the line generally is rock-ballasted. The main line passes along the center of the eastern and wider half of Cuba, and opens up a matchless and most picturesque agricultural region, and passes through the tropical forests of mahogany, cedar, lignum vitæ, ebony and many other trees, hung with vines and millions of orchids. Palm trees of magnificent aspect and great variety abound everywhere. The famed Parana and Guinea grasses, covering most of the open districts and standing from six to twelve feet high and green the year round, together with frequent running streams, make this an ideal cattle country. No food has to be put up and no shelter is required. The rich soils everywhere are adapted to sugar, tobacco, cotton, corn and endless variety of products. The swamps which occur at places along the coasts of Cuba are absent from the interior, which is high, dry and exceptionally healthy. The trade winds blow across Cuba every day, and bring to all parts fresh sea air; the extreme heat of northern summers is consequently unknown, and the humidity of other tropical countries is also unknown.

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THE STANDARD GUIDE.



STANDARD GUIDE MAP OF ST. AUGUSTINE.

REFERENCES.

- | | |
|--------------------------|-------------------------------|
| 1. St. George Hotel. | First National Bank. |
| 2. Gateway. | 21. Episcopal Church. |
| 3. Plaza Market. | 22. Jefferson Theater. |
| 4. Arsenal. | 23. Old Catholic Cemetery. |
| 5. Post Office. | 24. Cemetery. |
| 6. Cordova. | 25. St. Joseph's Convent. |
| 7. Ponce de Leon. | 29. Golf Club. |
| 8. Alcazar. | 30. Chautauqua. |
| 9. Yacht Club. | 31. Spear Mansion. |
| 10. Vedder Museum. | 33. Villa Zorayda. |
| 11. Granada. | 34. Casino. |
| 12. Buckingham. | 35. Ocean View. |
| 13. Magnolia. | 36. Elk's Club. |
| 14. City Building. | 38. Keystone. |
| 15. Florida House. | 39. Court House. |
| 17. Methodist Church. | 40. Marion. |
| 18. Baptist Church. | Valencia—St. George, south of |
| 19. Presbyterian Church. | Bridge St. |
| 20. Cathedral. | |

Mr. Foster's Information Office—Granada St., under Hotel Granada.

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HOTEL MAGNOLIA is most pleasantly and centrally located on quaint old St. George Street, but one short block from the Post Office, the Plaza and Ponce de Leon, and two blocks from the Casino. The extensive grounds with the broad piazzas and balconies make this hotel a favorite for all seeking rest and pleasure. 50 Rooms, with the Latest Improved Private Baths. Steam heat in every room. Extensive Improvements this season: Beautiful Palm Room in Forest Mission style, for Afternoon Teas, Card Parties, etc.; Electric Lighted; Parlor Floor Entirely Refurnished. Rates, \$3.00 to \$5.00 per day, special weekly or monthly.

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Ready Reference Guide.

READY REFERENCE GUIDE. ST. AUGUSTINE.

ST. AUGUSTINE is a well-equipped modern city. It has asphalt pavements, gas and electric lights, artesian water system, fire department, well-stocked markets and stores, elegant churches, an increasing number of residences, and palatial hotels which are famous the world over and on whose registers are written the names of more than 50,000 guests every winter and spring. It is the fashionable winter resort of the United States. Visitors find every convenience and luxury. The town is renowned for its healthfulness; the climate is equable and has given lease of life to thousands who have come hither from the North and West.

SITUATED on a narrow strip of land running north and south, the town has in front (on the east) the Mantanzas River or bay, and on the west the St. Sebastian River.

Across the bay is Anastasia Island; and beyond that—two miles distant—the ocean. RAILWAYS. All East Coast Railway trains leave from the Union Depot on Malaga street.

MAILS. The post-office is on St. George street, facing the Plaza. General delivery hours, 8 A. M. to 6 P. M.

TELEGRAPH OFFICES. Western Union—St. George street; Ponce de Leon; Alcazar. Postal—St. George street.

BANK. First National Bank, north side of Plaza. Hours, 9 A. M. to 2 P. M.

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Ready Reference Guide.

CHURCHES. *Baptist*—Carrère and Sevilla streets. *Episcopalian*—Trinity Church, facing Plaza. *Methodist*—Grace Church, Cordova and Carrère streets. *Presbyterian*—Memorial Church, Valencia and Seville streets. *Roman Catholic*—Cathedral, facing Plaza.

PUBLIC LIBRARY. In Library Building, Hospital street and Artillery Lane.

STUDIOS. Valencia street, in the grounds of the Hotel Ponce de Leon.

POINTS OF INTEREST.

FORT MARION is open to the public through the day.

THE CITY GATEWAY is at the head of St. George street.

THE PLAZA, or Park, is in the center of the town. The Cathedral fronts on it.

THE SLAVE MARKET, so called, on the Plaza, never was a slave market.

OLD HOUSE. An interesting old house to visit is Dodge's, on St. George street.

HARBOR AND BEACHES. Small craft may be chartered for excursions. A bridge crosses the Matanzas Bay to Anastasia Island, which is thus rendered accessible by foot, carriage or wheel. An electric railway runs to lighthouse and sea beach.

THE SEA-WALL was built by the United States Government in 1835-42.

ST. FRANCIS BARRACKS, now disused, are at the south end of the Sea-Wall. Adjacent is the Military Cemetery, with the Dade monument.

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Exclusively for first-class passenger service

Frequented by the most eminent travelers

These staunch and unique tourist steamers, specially built for the peculiarities of this river, are ninety feet in length, have two saloon decks of light, airy and comfortable staterooms for fifty and sixty passengers, and are equipped with the modern appliances for safety and comfort. The captains and pilots are of long service in this line.

These trusty steamers, nearly free from vibration, glide smoothly over unruffled mirror waters, in a narrow winding course through tropical jungles and picturesque river vistas, fringed with lilies and bordered by towering palms, entwined and festooned with flowering vines and with pendant, waving tresses of trailing moss—a panorama of wild scenic beauty—past hills and orange groves visited by passengers, thence for nine miles up the swift, shimmering Silver River of indescribable charm. In glass-bottom rowboats, through deep transparent waters of changing hues of blue, of emerald green and other tints, one peers into the marvelous "bridal chamber" of the Springs with rapt amazement. The fantastic torch-light illumination of forest and river, unknown on any other tourist route in the world, is an impressive and mystical scene never to be forgotten.

The Randall Orange Grove and Rose Garden and the hunters' hotel (adjacent to thousands of acres of wild hunting grounds), are visited by Hart Line passengers.

On and after January 6, 1913, steamers leave Palatka Mondays, Wednesdays, Fridays, at 12:45 P. M., or on arrival of trains from Jacksonville, St. Augustine, Miami and Tampa, arriving at Silver Springs before noon the next day. Returning, leave Silver Springs Tuesdays, Thursdays, Saturdays at 2 P. M., or on arrival at Ocala of S. A. L. R'y train from Jacksonville, and first morning trains from Tampa, St. Petersburg, Gulf Coast points, Winter Park and Orlando, connecting at Ocala with O. N. R'y train or carriages five miles, forty minutes, for Silver Springs; arriving at Palatka the next morning, connecting with trains to all points. Excellent hotels now at Palatka and Ocala. Any change of time schedule on daily service will be stated in Hart Line daily notice in Florida Times-Union, and mailed to railway ticket offices.

Passengers for the Ocklawaha River and Silver Springs via F. E. C. R'y, change cars at East Palatka for Palatka. Northern tourists en route to or from South Florida, take the Hart Line steamers at Palatka or Silver Springs, for a *delightful water-link* in their journey. Round trip passengers have about two hours at Silver Springs. Meals and stateroom berth included in all tickets. Bountiful table. Dinner at one P. M., and at time of leaving Palatka and Silver Springs. Ladies assured every care and a pleasant and invigorating trip. (See Hart Line Booklets.) Stateroom berths reserved in advance by letter or telegram to R. W. Thompson, General Manager, Palatka, Florida; or to Mr. Foster at the Standard Guide Travel Offices, Jacksonville, St. Augustine, Daytona, Seabreeze, Palm Beach and Miami.

McCOY BROS. Indian River Steamers

BETWEEN ST. AUGUSTINE AND PALM BEACH

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Stopping at Ormond on flag. Monday's steamer connects with Palm Beach Steamer at Daytona.
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Run Between DAYTONA and PALM BEACH on the following schedule
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BOUND SOUTH		BOUND NORTH	
Leave Daytona Tuesdays and Saturdays for Rockledge	at 8:00 A. M.	Leave Palm Beach Saturdays and Tuesdays for Fort Pierce	at 9:00 A. M.
Leave Rockledge Wednesdays and Sundays for Fort Pierce	at 8:00 A. M.	Leave Fort Pierce Sundays and Wednesdays for Rockledge	at 8:00 A. M.
Leave Fort Pierce Thursdays and Mondays for Palm Beach	at 8:00 A. M.	Leave Rockledge Mondays and Thursdays for Daytona	at 8:00 A. M.

Connecting with Steamer "Republic" for St. Augustine.

Stopping on Flag at Port Orange, Ponce Park, New Smyrna, El Dora, Allenhurst, Titusville, Cocoa, Merritts, Indianola, Eau Gallie, Melbourne, Jensen and Walton.

RATES OF FARE: Each Day's Run, - \$2.00 Daytona to Palm Beach, - \$5.00 Round Trip, - \$9.00

BAGGAGE CARRIED

From St. Augustine to Palm Beach extends a series of lagoons paralleling the Atlantic Ocean, but separated and protected from its violence by peninsulas and islands. The lagoons are connected by the Florida Coast Line Canal.

This great inland waterway bears various names in its different parts, but is collectively known as the Indian River. The Indian River, famous for its semi-tropical beauty, is now open to travel via Steamers of the Indian River Line. The "Constitution" and "Republic," two new boats constructed for this run, being fast, safe and comfortable.

From the awning-covered upper decks an unobstructed view of the charming scenery may be had as it changes from the narrow winding channels to the broad reaches of the tranquil river whose banks are lined with cocoanut palms, orange groves and pineapples.

Although you are sailing along a river of salt water, there is absolutely no danger of seasickness, as the passage is entirely through inland waters.

In one respect the trip is unique in that the nights are spent ashore. This is a delightful feature which adds to the enjoyment and popularity of the cruise, and special rates for our passengers have been arranged at hotels and boarding houses.

Leaving St. Augustine, the o'dest city in the United States, the steamer sails south on the Matanzas River through the Devil's Elbow to Matanzas Inlet, the scene of a noted massacre. On a marshy island opposite is Fort Matanzas, which was built by the early Spaniards, and is still in a state of good preservation. Continuing on by creek and canal we reach the Halifax River and pass Ormond to Daytona, and stop for the night.

Next morning the steamer leaves Daytona, and in succession passes Mosquito Inlet, Turtle Mound at El Dora (the largest oyster shell mound in the world), Mosquito Lagoon and the Haulover Canal. Thence we pass down the broad Indian River to the night's destination at Rockledge. Here oranges are in profusion.

Starting from Rockledge on the third morning we run south through the Indian River and the Narrows, where the river twists and turns between numerous verdure-covered islets, and then again broadens out. The third night is passed at Fort Pierce.

About an hour after Fort Pierce is left astern, the Jupiter Narrows are entered. To the east is Gilbert's Bar, and St. Lucie River is on the west. There are numerous crooked and deceptive channels through these Narrows, forming a regular maze.

Hobe Sound is next passed with its banks lined with winter residences, and then Jupiter Lighthouse is sighted, with its signal station, wireless telegraph and weather bureau. Palm Beach, on Lake Worth, with its many attractions, is the journey's end.

Passengers can take next steamer if they wish on same ticket. Connections are made at St. Augustine with boats of Florida Coastal Inland Navigation Company for Jacksonville. Through tickets, with stop-over privileges, are sold between Jacksonville and Palm Beach in both directions.

Inquire of McCOY BROS., Daytona, Florida, or at the Foster Agencies.

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"THE BEST TRIP IN FLORIDA"

Such is the verdict of all who have taken the trip on the famous Ocklawaha River and visited Silver Springs aboard that swift and comfortable yacht, "*City of Ocala*," America's greatest stream; the world's greatest springs. On this trip you visit a wild and mysterious country where wild ducks, wild turkeys, blue and white cranes and queer birds called limpkins (found nowhere else in the world), and large alligators are seen in great numbers.

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from Silver Springs on Mondays, Wednesdays and Fridays at 8.00 A. M.

FARE: One Way, \$5.50; Round Trip, \$10.00

For further information, write

SILVER SPRINGS CO. :: :: **Silver Springs, Florida**

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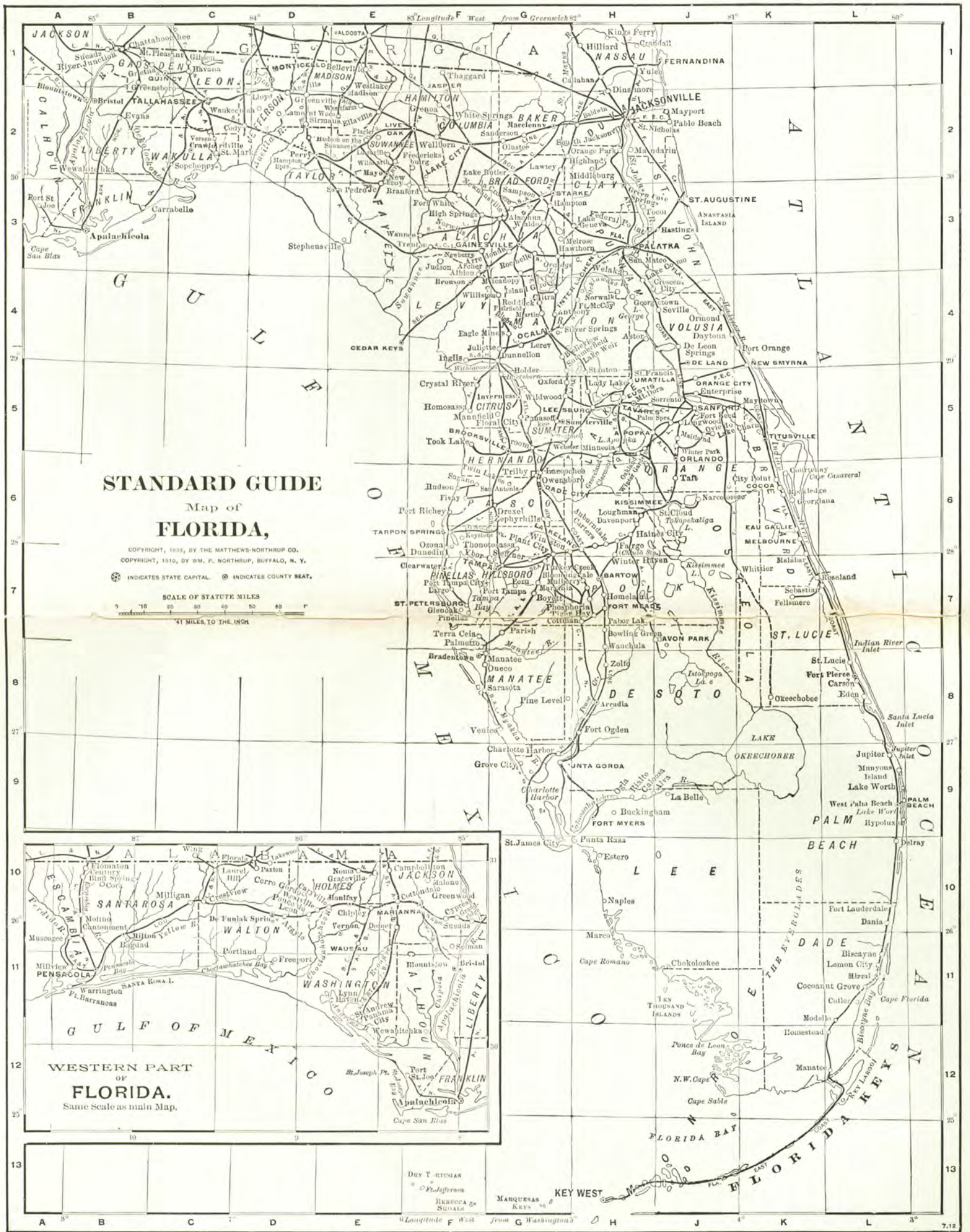
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Schools Recommended by Mr. Foster

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SAN DIEGO, 1915



D. C. Collier, President

SAN DIEGO, California, will hold a Universal Exposition during the entire year of 1915. This exposition will in no sense attempt to rival the World's Fair, to be held in San Francisco during a portion of that year, but will be unique, and in almost every aspect different from any other international exposition ever held.

The exposition in San Diego is known as the Panama-California Exposition. The enterprise was first broached in September, 1909, and it was then decided that the completion of the Panama Canal in 1915 would be fitting opportunity to commemorate the beginning of civilization in California. Therefore it was determined that the undertaking should be in perfect keeping with the unique character of that civilization, and exemplary of the progress of events from the first settlement of the West to the present time.

In its scope, its character and its content, the Panama-California Exposition will be different. As a Mission City, its buildings will impress the observer with their novelty and their artistic adaptation to the fundamental purpose of the enterprise. Its management hopes to make the contrast between the strictly industrial and commercial characteristics of universal expositions and its unique, artistic, spectacular and educational character so marked that there can be no comparison.

The Panama-California Exposition will be held in a magnificent fourteen-hundred-acre park, in the heart of the city of San Diego. Here, in conjunction with a magnificent fourteen-hundred-acre park, in the heart of the city of San Diego. Here, in conjunction with the great Indian Congress. This will bring together and classify all of the aboriginal tribes of sub-tropical America, with their industries, handicrafts, customs and modes of life. It will contain the greatest ethnological and archeological exhibit ever seen. Contrasted with this will be such an exhibit of modern life as shall bring into sharp relief every advantage of the soil and climate, and the methods of industry that will illustrate the progress of the past and illuminate the possibilities of the future. So it will be an outdoor as well as an indoor exposition.

The Panama-California Exposition will be a vivid exposition. It will exhibit processes rather than products. In those industries that pertain to the soil, for instance, it will illustrate how irrigation may be most advantageously applied, rather than what its best results are. In the mining industry the processes used in extracting the metals will be shown instead of the metals in cases. And so on throughout the list.

The Panama-California Exposition will be intensely educational and at the same time spectacular. Therein it will be more attractive than any exposition yet held.



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STANDARD GUIDE INFORMATION OFFICE



1913

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CONTENTS.

	PAGE
ST. AUGUSTINE	7
MEMORIAL CHURCH	12
GATEWAY	12
PLAZA	15
CATHEDRAL	18
SEA-WALL	18
MUSEUM	20
FORT MARION	23
ST. ANASTASIA ISLAND	27
MATANZAS	27
PONCE DE LEON	29
JACKSONVILLE	37
OCKLAWAHIA RIVER	38
ORMOND	38
DAYTONA	43
NEW SMYRNA	53
ROCKLEDGE	53
INDIAN RIVER	54
LAKE WORTH AND PALM BEACH.....	57
MIAMI	69
BAY BISCAYNE	72
SEMINOLES	76
PICTURESQUE NASSAU	77
THE INDIAN RIVER TOUR.....	82
ST. PETERSBURG	83
MANATEE	89
ZEPHYRHILLS	90
MARION COUNTY	92
PORT SEWALL	93
DRAINING THE EVERGLADES	93
THE RAILROAD TO KEY WEST.....	94
TARPON FISHING	95
OTHER FLORIDA RESORTS	96
ON THE WAY HOME.....	98
CUBA	100
JAMAICA	101

A LIST OF GOOD HOTELS

For printed matter and further information of the hotels, routes, etc., here named *Ask Mr. Foster* at the Standard Guide Information Offices in Jacksonville, Daytona, Seabreeze, Palm Beach, St. Petersburg, Havana, Washington, Philadelphia, Atlantic City, New York, Buffalo, Bretton Woods, Chicago, St. Louis.

JACKSONVILLE.

Hotel Jackson 21.
Hotel Seneca 18.
Hotel Seminole 26.
New Windle 18.
Waverly Hotel 19.
People's Bank 20.
Florida Ostrich Farm 20.
Autos.—Touring Cars 22. Mitchell Motor Co. 22.
Millinery.—Mrs. Carroll 24.
Real Estate.—Albert Fendig & Co., 24. Jacksonville Development Co. 32A.
Anniversary Souvenir Coin 23.
Moving Pictures.—Montgomery 24.
Seminole Pharmacy 24.
Baths.—R. C. Thompson 24.
Kodaking.—Bettes Pharmacy 33.
Commercial Photography.—Wm. L. Cross 33.
Book Store.—Jacksonville 24.
Curio Shops.—Imeson's 24. Keating's 25.
Clothing.—L. C. Toole Co. 22.
Yacht Sattila, excursions, 32A.
Mills the Florist 25. **Beauty Parlors** 33.

San Carlos Hotel 57.
The Royalton 56.
The Florida 56.
Bank.—First National 58.
Real Estate.—Tatum Bros. Real Estate and Investment Co. 55. St. John Realty Co. 54.
Biscayne Laundry 57.
Am. Garage & Machine Co. 57.
Arcade Theatre 59.
Webster's Baths 59.
Transfer Co. 59.
Red Cross Pharmacy 59.
Monster of the Deep.—Gaze on it 48C.

ST. PETERSBURG.

Hotel Detroit 68.
The Huntington 69.
Dusenbury Villa 70.
Manhattan Hotel 69.
Real Estate.—Mitchell 70.
Bank.—First National 70.
Groceries, Bakery.—Hefner 72.
Willson-Chase Co.—Woman's Store 72.
Park House 71.
Hotel Poinsettia 71.
The Wigwam 71.
Hotel Allison 71.

OTHER FLORIDA RESORTS.

Hotel Ponce de Leon.
Hotel Alcazar.
Hotel Magnolia, front.
Hotel St. George 27.
The Florida 28.
Hotel Buckingham 28.
Hotel Marion 31.
Spear Mansion 29.
Bank.—First National, front.
Shop.—Dodge's Oldest House 32.
Real Estate.—E. L. Barnes 30. J. H. Slater 32.
Steam Laundry 32.
Blair's Studio and Kodak Shop 33.
Alligator Farm.—Anastasia Island.

Hotel Granada 30.
Sevilla Cottage 30.
Hotel Bennett 29.
The Valencia 30.
The Kenwood 31.
The Clairmont 31.
Dunham House 31.
San Marco Apartments 31

ORMOND.

Mildred Lodge 40.
Fruit Preserves.—Jas. Carnel 40.

Bradentown.—Manavista 66.
Brooksville.—Varnada Hotel 65.
Crescent City.—Grove Hall 64.
Dade City.—Hotel Edwinola 65.
Deerfield.—Hotel Australlian 48A.
DeLand.—College Arms 67. The Oaks 32A.
Stetson University, front.

DAYTONA BEACH.

Seaside Inn 43.
Pinehurst 42.

Eau Gallie.—Southland Hotel 44.
Espanola.—Florida Farms Co.
Florence Villa.—Florence Villa 63.
Fort Lauderdale.—Parker & Ausherman, real estate, 48E.
Fort Meade.—Hancock Real Estate Agency 32B.
Fort Myers.—Royal Palm 66.
Fort Pierce.—Fort Pierce Hotel 48A. Florida Photographic Concern 48A.

SEABREEZE.

Hotel Clarendon 34.
Geneva 43.

Fort Lauderdale.—Parker & Ausherman, real estate, 48E.
Fort Meade.—Hancock Real Estate Agency 32B.
Fort Myers.—Royal Palm 66.
Fort Pierce.—Fort Pierce Hotel 48A. Florida Photographic Concern 48A.

DAYTONA.

Palmetto 37.
Ridgewood 39.
Ivy Lane Inn 38.
Oaks 41.
Prince George 34.
Pines 41.
The Gables 38.
Bank.—Merchants' 39.
Real Estate.—Conrad-Oates Realty Co. 38.
Crystal Theater.—Photo Play 42.
Water Excursions.—"Southland," "Rambler" 42.

Fruitland Park.—Gardenia Villa and Cottages 32C.
Gainesville.—White House 64.
Green Cove Springs.—Qui-si-sana 60.
Hawks Park.—Shelter Sanitarium 44.
Key West.—Island City House 59.
Lake Helen.—Harlan-in-the-Pines 65.
Lakeland.—Matanzas Hotel 65.
Leesburg.—Lake View 62.

ROCKLEDGE.

Hotel Rockledge 46.
The Oaks 32D.

Magnolia Springs.—Magnolia Springs 65.
Merritt.—Hotel River View 48A. Island Hotel 48A.
New Smyrna.—Ocean House 44. Alba Court 32D. R. E. F. Roper, real estate, 43.

PALM BEACH.

Hotel Palm Beach 47.
Real Estate.—P. B. Realty Co. 48.
Photography.—Royal Poinciana Studio 48D.

Ocala.—Marion County Commissioners 60. Frank W. Ditto, real estate, 67.
Orlando.—San Juan Hotel 63.
Palatka.—Putnam House 61.
Pass-a-Grille.—Lizotte 72.
Pensacola.—San Carlos 96.

WEST PALM BEACH.

Hotel Seminole 48.
The Briggs 49.
Park Café 50.
Pioneer Bank 48D.
Transfer Co. 50.
Autos.—Olive Street Garage 50.
Palm Beach Dry Goods Co. 48C.
Quality Shop.—Women's Wear 50.
Laundry and Cleaning 50.
Dixie and Skylark excursions 48C.

Port Seaway.—Sunrise Inn 45. Sewall's Point Land Co., real estate, 45.
Punta Gorda.—Hotel Punta Gorda 68.
Sanford.—RobbinsNestHotel64. SanfordHouse32B.
Sanibel.—The Matthews 72.

MIAMI.

Hotel Plaza 48B.
The Gralynn 54.
Hotel Halcyon 55.

Tampa.—Tampa Bay Hotel 67. Hotel Orange 67. Bristol Hotel 66. Buckeye Nurseries 32A. Tampa Bay Land Co. 32A.
Titusville.—Hotel Dixie 48A.
Vero.—Indian River Farms Co. 51.
Volusia.—Volusia Development Co., insert.

CUBA.

Havana.

Hotel Pasaje 75.
Hotel Inglaterra 75.
Hotel Plaza 76.
Restaurants.—El Carabanchel 77. Paris 77.
The Lace Store 77.
Herradura Land Company 78.
Luis F. De Cardenas.—Customs Broker 77.
Isle of Pines.—J. A. Miller 79.
Camaguey.—Hotel Camaguey 1.
Antilla.—Hotel Antilla 1.
Cuba Real Estate.—J. T. Hodge 74.

JAMAICA.

Kingston.—Manor House 81.
Aston W. Gardner & Co.—The Tourist's Mecca 80.
Motor Car and Supplies Co. 81.

The reference numbers are to the numbers at bottom of advertising pages.

ON THE WAY HOME.

Aiken.—Palmetto Inn 85. Willcox's 85.
Asheville.—The Manor 90. Margo Terrace 90.
 Grove Park Inn 88.
Asheville Board of Trade 91.
Atlanta.—New Kimball 83. Cooledge 83.
Augusta.—Partridge Inn 84.
Baltimore.—Hotel Rennett 105.
Biloxi.—The White House 95.
Boston.—The Puritan 16E.
Camden.—Hobkirk Inn 85.
Charleston.—The St. John 86.
Chattanooga.—Hotel Patten 87.
Chicago.—Chicago Beach Hotel 123.
Cleveland.—Hollenden Hotel 123.
Corpus Christi.—Nueces Hotel and Pavilion 97.
Fayetteville.—Hotel Lafayette 90.
Florence.—Central Hotel 84.
Fortress Monroe.—Chamberlin 100.
French Lick.—French Lick Springs Hotel 94.
Gulfport.—Great Southern Hotel 16H.
Hendersonville.—The St. John 91.
Houston.—The Rice.
Louisville.—The Seelbach 93.
Mobile.—Cawthon 96.
Nashville.—Hotel Tulane 87.
New Orleans.—The Grunewald 94.
Newport News.—Hotel Warwick 98.
New York.—Hotel Cumberland 110. Hotel
 Woodward 16E. The Chelsea.
Norfolk.—Monticello Hotel 16F.
Pasadena.—Hotel Green 125.
Philadelphia.—Rittenhouse Hotel 105.
Pinehurst.—Holly Inn, Carolina, Berkshire,
 Harvard 83.
Richmond.—The Jefferson 98. Lexington Hotel 99.
St. Louis.—Hotel Jefferson 98. Planters' 99.
San Antonio.—St. Anthony 96.
Savannah.—De Soto 82. New Pulaski 82. Miss
 McAlpin, private board 82. Sawyer's Auto
 Tours 82.
Southern Pines.—Highland Pines Inn 93.
Summerville.—Pine Forest Inn 86.
Tryon.—Oak Hall 92. The Mimosa 92.
White Sulphur Springs.—White Sulphur Spgs. 100.
Williamsburg.—Colonial Inn 99.

WASHINGTON.

New Ebbitt 102. The Hamilton 100.
 National Hotel 102. The Buckingham 100.
 St. James Hotel 100. Hotel Powhatan 103.
 Hotel Bellevue 16F. Hotel Gordon 16G.
 Metropolitan Hotel 16G.

ATLANTIC CITY.

Hotel Dennis 106. Traymore 107.
 Haddon Hall 108. Phillips House 109.
 Chalfonte 108. Galen Hall 107.
 Hotel Arlington. Hotel Sterling 16H.

SUMMER RESORTS.

Fire Island.—Ocean Beach 111.
Lake Sunapee.—Grandden Hotel 114.
New Castle.—Wentworth 116.
Dublin.—Willcox's 85.
Saratoga Springs 16D.
Watkins, N. Y.—The Glen Springs 122.
Wernersville, Pa.—Sunset Hall 104. Galen Hall-
 in-the-Mountains 104.

WHITE MOUNTAINS, N. H.

Bretton Woods.—The Mount Washington 115.
 The Mount Pleasant 115.
Dixville Notch.—The Balsams 114.

CANADA.

Muskoka Lakes.—Royal Muskoka 118.
Niagara Falls.—Clifton Hotel 116.
Toronto.—King Edward Hotel 117.
Ottawa.—Chateau Laurier 119.

SANITARIUMS.

Atlanta.—Dr. Thrash's Sanitarium 84.
Battle Creek.—Battle Creek Sanitarium insert.
Biloxi.—Biloxi Health Resort 95.
Mt. Clemens.—The Colonial 124.
Walters Park.—Walter Sanitarium 104.
Watkins.—The Glen Springs 122.
Wernersville.—Grand View Sanitarium 104.

NECESSITIES, CONVENIENCES, LUXURIES.
 Travelers' Accident Insurance 16C.
 Photo Developing and Printing.—Cole & Co. 32C.
 Educator Crackers 127.
 Steinway Piano, front.

G. Washington's Coffee 99.
 Willow Furniture 109.
 Waterman's Pens, front.
 Sulpho-Naphthol 112.
 Baker's Breakfast Cocoa 128.
 Mothersill's Seasick Remedy 16.
 Winchester Shells, insert.
 Winchester Self-Loading Shotgun, insert.
 Remington Auto-loading Shotgun, insert.
 Remington-U. M. C. Shells, insert.
 Sunshine Biscuits, cover.
 Kellogg's Toasted Corn Flakes, cover.
 Angelus Player Piano, cover.
 Am. Bankers' Asso. Travelers' Cheques 11.
 Watson & Newell, silverware.
 Scott Tissue Tourist Packages 118.
 Hunt's California Fruits 126.
 Acker's Chocolates 130.
 Page & Shaw's Candies 130.
 Mary Elizabeth's Candies 131.
 Mary Garden Chocolates 131.
 Huyler's 132.
 Whitman's Candies.
 Peter's Chocolate 133.
 Steero 134.
 O'Sullivan's Heels 134.
 Wilbur's Chocolate Buds 135.
 Dromedary Dates 136.
 A. L. La Verso Co.—Millinery, Furs.
 Panama-California Exposition.

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(See front advertising pages.)
 Rollins College.
 Keewatin Academy.
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 John B. Stetson University.
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 Chestnut Hill Academy.
 Darlington Seminary.
 Chautauqua.
 Birmingham School.
 Morristown School.
 National Cathedral School.

TOURS.

Raymond-Whitcomb Tours 16D.

TOURIST ROUTES.

In Florida.

Beach & Miller St. Johns River Line 25.
 McCoy Bros.' Indian River, front.
 Oklawaha River Lines, front.
 Tampa Sarasota Transp. Co. 64.

To Cuba and the West Indies.

Hamburg-American Line 15.
 Peninsular & Occidental SS. Co. 10.
 Royal Mail S. P. Co. 3.
 United Fruit Co. 14.

In Cuba.

Cuba Railroad, front.
 Herrera Steamship Line 74.
 United Railways of Havana 1.

Florida and the North and West.

Atlantic Coast Line 7.
 Baltimore & Ohio 12.
 C. H. & D. R. R. 11.
 Clyde Line, front.
 Dixie Flyer Route 8.
 Merchants' and Miners', front.
 Illinois Central 9.
 L. & N. R. R. 6.
 Mallory Line, front.
 Savannah Line 2.
 Seaboard Air Line 4.
 Southern Railway 5.
 Big Four Route 16A.

New York and New Orleans.

Southern Pacific SS. Co. 16.

Trans-Atlantic.

Cunard Line 17.
 Hamburg-American 15.
 North German Lloyd 13.
 Royal Mail 3.

To Summer Resorts.

Ulster & Delaware R. R. 16B.
 Boston & Maine R. R. 113.
 Grand Trunk Ry. System 119.
 Intercolonial Railway 121.
 Long Is'and R. R. 110.
 Maine Central R. R. 113.
 Muskoka Lakes Nav. Co. 118.
 New York, New Haven & Hartford R. R. 113.
 Reid Newfoundland Co. 120.
 Richelieu & Ontario Nav. Co. 117.

The reference numbers are to the numbers at bottom of advertising pages.



IN OLD ST. AUGUSTINE.
The old house on Hospital Street.



A MORNING IN ST. AUGUSTINE.



ST. AUGUSTINE.



ORTIFICATION and defense were the first thought of the Spanish soldiers who founded St. Augustine; and for three centuries the most significant feature of the town, which greeted the eye of the traveler as he entered the harbor, was the forbidding and portentous mass of Fort San Marco, set here to challenge approach from sea. To-day, as the train emerges from the pines and palmettos, our first glimpse is of the towers of the great hotels, significant of welcome and hospitality. St. Augustine has become a fashionable winter resort, whose spacious hotels dominate the aspect of the surroundings, and in their luxury and magnificence have no equals in the world; it is the winter Newport, whose visitors are numbered by tens of thousands, whose private residences are distinguished for elegance and comfort. Year by year the city grows more beautiful, and with each innovation and transformation adds to its attractiveness. The old has been supplanted by the new, yet the town preserves a distinctive character all its own, and there is now more than ever before about the old city an indefinable charm which leads one's thoughts back to it again and gladdens the face that is once more turned toward Florida and St. Augustine.

The distances here are not great. Fort Marion and the Gateway on the north, the sea-wall on the water front, the Plaza in the center, with its Cathedral, the narrow streets, and the Barracks on the south—these are the features of the old town in which we shall be interested, and all lie within the limit of a mile. The principal streets run north and south; the cross streets at right angles east and west. The main thoroughfare, St. George street, extends through the center of the town to the City Gate; from that point it is known as San Marco avenue

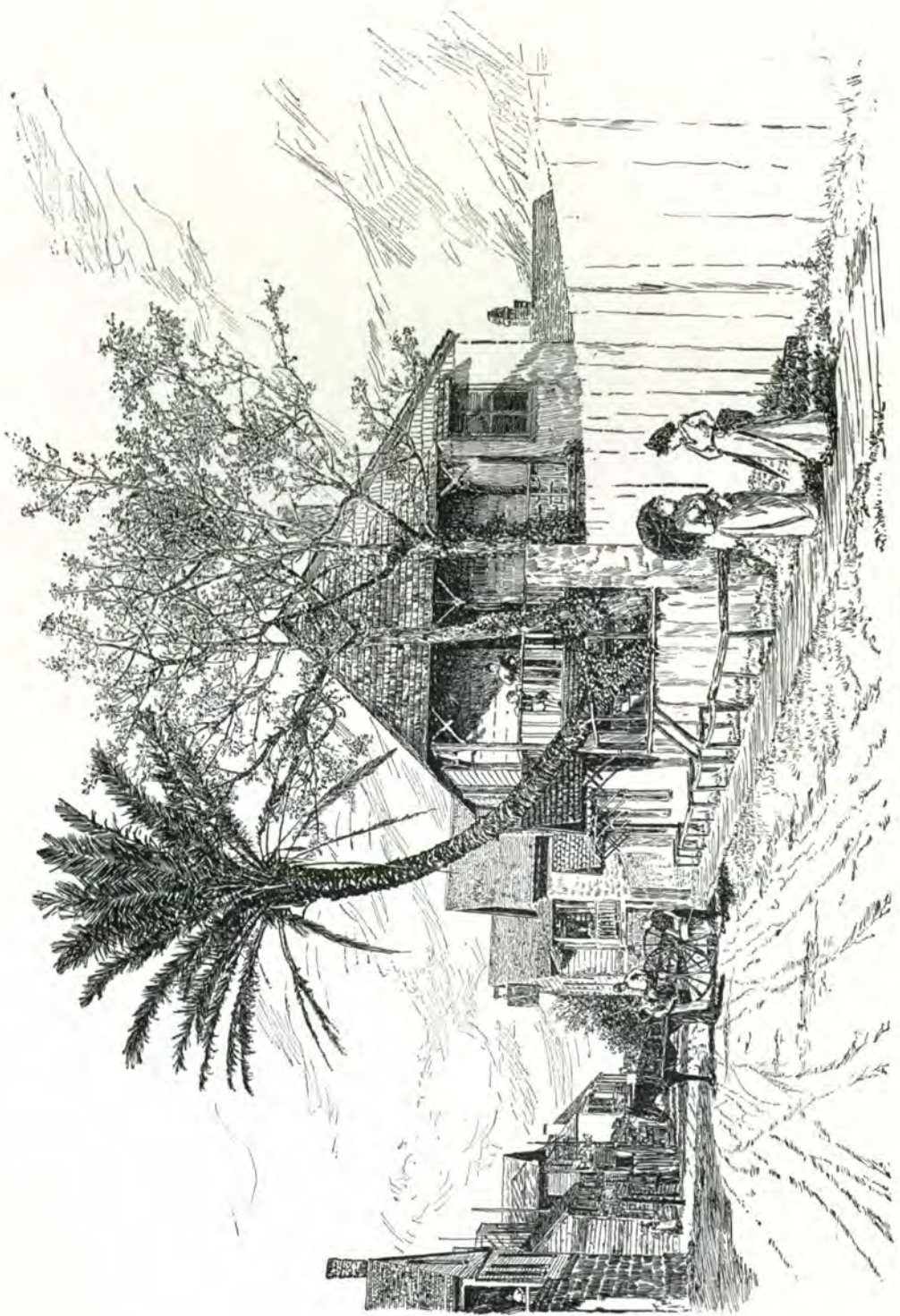


A BIT OF OLD ST. AUGUSTINE.

Treasury street, crossing St. George one block north of the Plaza, narrows at the east end to an alley, across which two persons may clasp hands. King street extends west from the Plaza to the St. Sebastian River. The narrow little streets, with their foreign names and foreign faces, their overhanging balconies and high garden walls, through whose open doors one caught glimpses of orange and fig and waving banana, were once among the quaint characteristics which made the old Florida town charming and peculiar among all American cities. But the picturesque streets, of which tourists delighted to write, have almost ceased to be a pleasing feature of St. Augustine. Some have been widened; and others, shorn of their quaintness, are ill adapted to the swelling traffic.

A portion of the native population, distinguished by dark eyes and dark complexions, is composed of MINORCANS. In 1769, during the British occupation, a colony of Minorcans and Majorcans from the Balearic Islands, in the Mediterranean Sea, were brought to New Smyrna, on the Indian River, south of St. Augustine, by an English planter named Turnbull. They were deceived by Turnbull and subjected to gross privations and

cruelty, and at last deserted New Smyrna in a body, came to St. Augustine, were



ST. FRANCIS STREET.



TREASURY STREET.
From Bay Street.

defended against the claims of Turnbull, received an allotment of land in the town, built palmetto-thatched cottages, and remained here after the English emigrated.

The Fort, the Gateway and the old houses are built of COQUINA (Spanish, signifying shellfish), a native rock found on Anastasia Island. It is composed of shells and shell fragments of great variety of form, color and size. Ages ago these were washed up in enormous quantities by the waves, just as masses of similar material are left now on the beach, where one may walk for miles through the loose fragments which under favorable conditions would in time form coquina stone. Cut off from the sea, the deposits are in time partially dissolved by rain water and cemented together.

The material of which the new hotels are built is a composition of sand, Portland cement and shells. A wall is constructed of successive layers of concrete; as each layer hardens a new one is poured in on top of it. When completed, the wall is one stone; indeed, the entire wall construction of a concrete building is one solid mass throughout—a monolith, with neither joint nor seam. The plastic material lends itself admirably to architectural and deco-



A GARDEN ON ST. GEORGE STREET.

rative purposes, and possesses the very important qualities of durability and immunity from destruction by fire. It was first employed in the *VILLA ZORAYDA*, worthy of note because of the architectural design and the elaborate manner in which the owner-architect has successfully developed his plan of an oriental building as appropriate to the latitude of Florida. The architecture throughout is Moorish, after sketches and photographs in Spain, Tangier and Algiers. Above



"THE OVERHANGING BALCONIES."

the front entrance is the inscription in Arabic letters: *Wa la ghalib illa lla*—"There is no conquerer but God"—the motto which is everywhere reproduced on the escutcheons and in the tracery of the Alhambra.

The MEMORIAL PRESBYTERIAN CHURCH, erected in 1889 by Mr. H. M. Flagler, is an elaborate structure, in the style of the Venetian Renaissance, and in wealth of exterior decoration surpasses any other building in St. Augustine. See page 28.

Ancient landmarks are disappearing, but the pillars of the CITY GATEWAY remain as notable monuments of the past. Inconsequential as the towers now appear, there was a time when they stood out bravely enough, and in their se-

curity St. Augustine rejoiced. In those days they looked out upon a wilderness; the belated traveler hurried on to their shelter; and the town slept securely when the Barrier Gate was fast shut against the midnight approach of a foe from without. Stoutly their walls gave their strength when it was needed, and defended for the King of Spain his garrison town in Florida. They have witnessed many a narrow escape and many a gallant rescue. More than once have they trembled with the shock of assault, and more than once driven back the foe repulsed. Today, dismantled and useless, out of keeping with the customs of the day and the spirit of the age, long since left behind by the outstretching town, the picturesque old ruins linger as cherished landmarks. Here we are on historic ground.

The gateway is the only conspicuous relic of the elaborate system of fortifications which once defended St. Augustine. The town being on a narrow peninsula running south, an enemy could approach by land only from the north. Across this northern boundary, east and west, from water to water, ran lines of fortification, which effectually barred approach. From the fort a deep ditch extended to the St. Sebastian; and was defended by a high parapet, with redoubts and batteries. The ditch was flooded at high tide. Entrance to the town was by a draw-



"LINGER AS CHERISHED LANDMARKS."

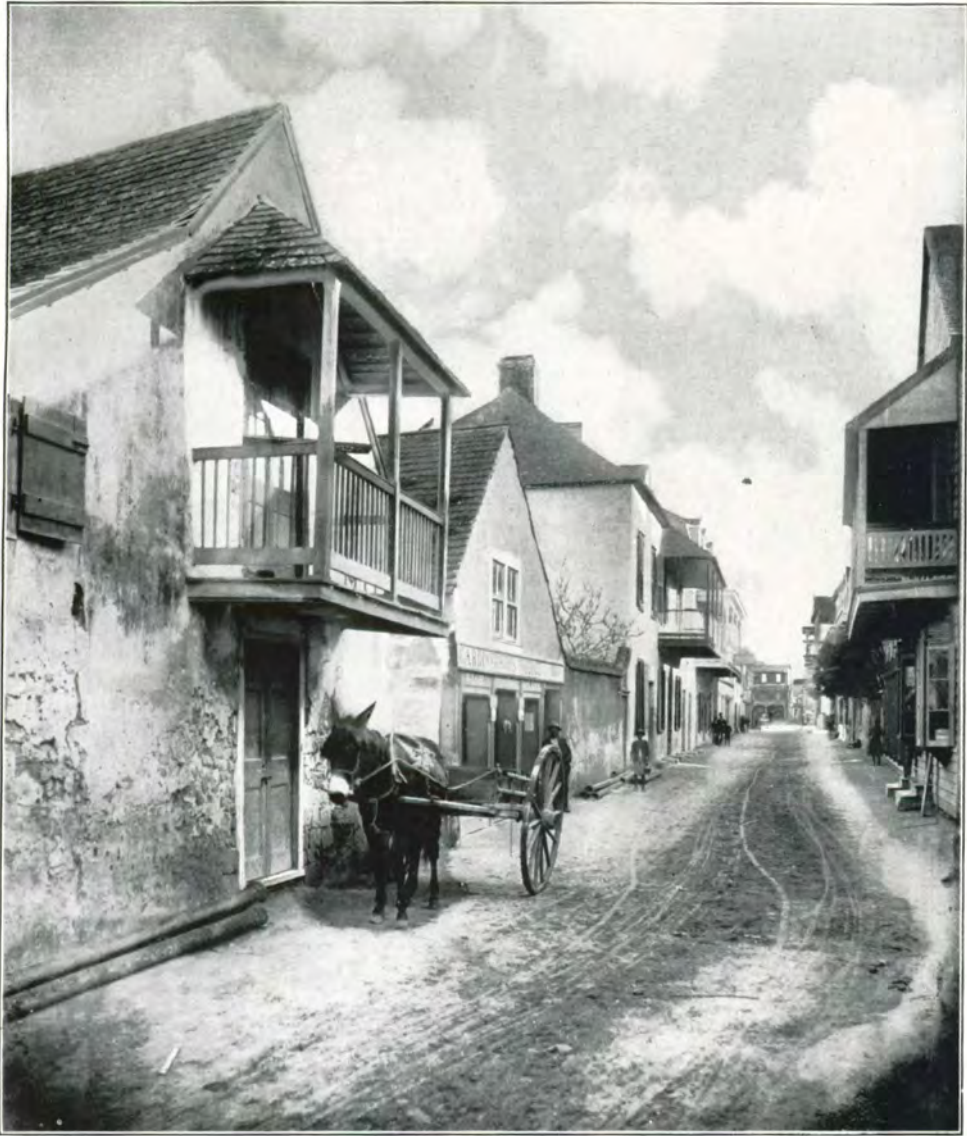
bridge across the moat and through the gate. Earthworks extended along the St. Sebastian River in the rear (west) of the town, and around to the Matanzas again on the south. The gate was closed at night. Guards were stationed in the sentry boxes. Just within the gate was a guard house, with a detachment of troops. When the sunset gun was fired, the bridge was raised, the gate was barred, and the guards took their stations. When once the gate was closed, the belated wayfarer, be he citizen or stranger, must make the best of it without the town until morning.



REAR VIEW OF THE OLD HOUSE ON ST. GEORGE STREET.



THE OLD HOUSE ON ST. GEORGE STREET.



CHARLOTTE STREET, ST. AUGUSTINE.

The PLAZA is a pleasing bit of greensward in the center of the town. It is a public park of shrubbery and shade trees, with monuments and fountains, an antiquated market place inviting one to loiter, and an outlook to the east over the bay and Anastasia Island to the sails of ships at sea. The open structure on the east end of the Plaza is commonly pointed out as the "old slave pen," or "SLAVE

MARKET," and it is sometimes alleged to have been of Spanish origin. It never was used as a "slave pen," nor as a "slave market," nor had the Spaniards anything to do with it, for they had left the country twenty years before it was built. The market was built in 1840, for the sale of meat and other food supplies, and it was devoted to that use.

It was not until the influx of curiosity-seeking tourists, after the Civil War, that any one thought of dubbing the Plaza market a "slave market." The name was



THE NEW ST. AUGUSTINE.

Looking from the windows of the Hotel Granada.

invented by a photographer in order to sell his photographs. The "slave market," "Huguenot Cemetery" and "oldest house" yarns have been told so often to credulous visitors that there are now some residents of St. Augustine who actually almost believe the stories themselves; but the facts are that St. Augustine never had a slave market nor a Huguenot cemetery, and that no one knows which house is the oldest.

The park takes the name of Plaza de la Constitucion from the monument erected here by the Spaniards in 1813 to commemorate the adoption of a liberal



MEMORIAL PRESBYTERIAN CHURCH.

constitution by the Spanish Cortes. The Plaza monument to the Confederate dead was erected in 1872 by the Ladies' Memorial Association.

Facing the Plaza on the west is the Post Office; the east end is open to the bay. On the south rises the spire of Trinity Church. On the north is St. JOSEPH'S



PLAZA AND CATHEDRAL.



GROUNDS OF THE BUCKINGHAM LOOKING TOWARD THE ALCAZAR.

CATHEDRAL, completed in 1791, burned in 1887 and rebuilt and enlarged in 1887-88. One of the original bells bears the inscription "SANCTE · JOSEPH · ORA · PRO · NOBIS · D · 1682."

Extending from Fort Marion south along the water front to the United States barracks stands a SEA-WALL of coquina capped with New England granite. It affords a necessary protection against the encroachment of the sea; the site of St. Augustine is so low that under certain conditions of wind and tide the waves would inundate much of the town. In heavy east storms the water dashes over the top of the wall. The need of such a barrier against the sea was recognized at an early time. There is a touch of the humorous side of history in the spectacle of Spain, having chosen this bit of Florida soil for a town, building first a fort to defend it from invaders, and then a wall to protect it from the inroads of the sea. The present wall was built by the United States, in 1835-42, as a complement to the repairs of Fort Marion, at an expense of \$100,000. The length is $\frac{3}{4}$ mile, the height 10 feet.

Complementing the battlements and watch-towers of Fort Marion on the north, the ST. FRANCIS BARRACKS stand out conspicuously at the south end of the sea-wall facing the Mantanzas. They take the name from the Franciscan Convent, whose former site they occupy. The old building has been greatly modified by the

United States Government, although not entirely rebuilt ; and some of the original coquina walls of the convent remain.

A short distance south of the Barracks is the MILITARY CEMETERY, where are three low pyramids of masonry forming the tombs of officers and men who lost their lives in the Seminole War. The memorial shaft is commonly spoken of as



GROUNDS OF HOTEL MAGNOLIA.

'Dade's Monument,' because more than one hundred of the soldiers interred here were those who perished in the "Dade Massacre," one of the most tragic incidents of the Seminole War. In August, 1835, Major Dade and a command of troops, 110 all told, were on their way from Fort Brooke to Fort King. At half past nine o'clock, Friday morning, August 28, they were marching through an open pine barren, four miles from the Great Wahoo Swamp, when they were fired on by a band of Seminoles in ambush, and all but three were killed.

The Barracks are not now occupied by the United States troops, but are used for military purposes by the State of Florida.



THE OLD FIREPLACE IN THE VEDDER MUSEUM.

The scope of the influence of the St. Augustine Institute of Science and Historical Society has been greatly enlarged by the purchase of the well-known Vedder Collection in Natural History. This collection, to which the late Dr. Vedder had devoted many years of his life, covers very completely the natural history of Florida. And now that this has been added to the Geological Archeological, Mineralogical and Historical Collection, the Society has a solid foundation that will eventually develop into a collection of the greatest value to both the man of science and the historian as well. It is the only attempt of the kind made anywhere in the State of Florida, and as such deserves the most hearty support both from the citizens of Florida and from those who seek the State and city for health and pleasure. The fact that the Museum is in an old historic house that has never been remodeled gives an added attraction to the sightseer and antiquarian. Our illustration shows one of the Museum rooms containing the old fireplace just as it has been used for so many years. As one of the coquina houses of a type that is rapidly disappearing, the building itself is worth visiting. The Museum is on Bay street at the corner of Treasury street, one block north from the Plaza.



FORT MARION—BASTION AND MOAT.



FORT MARION LOOKING TOWARD THE SEA.

FORT MARION is at the north end of the sea-wall and commands the harbor. It is open daily (admission free) from 8 A. M. to 4 P. M. Afternoon is the most pleasant time for seeing the fort. The sergeant in charge conducts visitors through the casemates.

The fort, which is the only example of mediæval fortification on this continent, is a fine specimen of the art of military engineering as developed at the time of its construction. It is a massive structure of coquina stone, with curtains, bastions, moat and outworks.

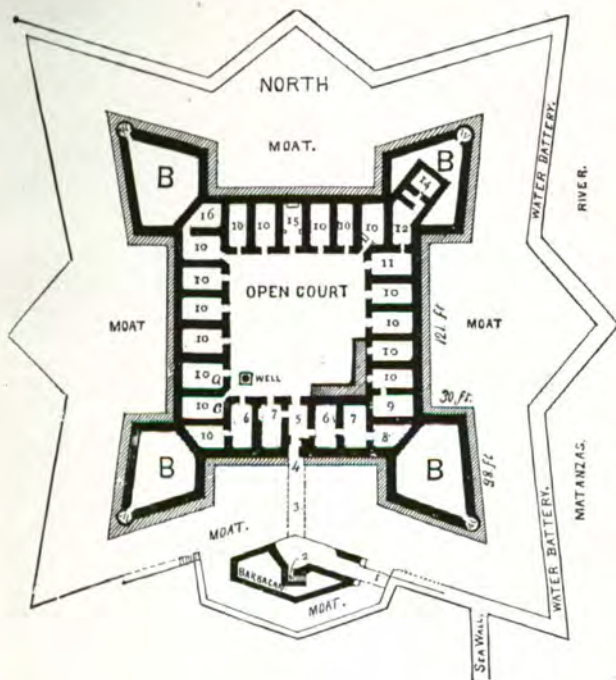
Surrounding the fort on the three land sides is an immense artificial hill of earth, called the glacis. From the crest of the glacis on the southeast, a bridge, formerly a drawbridge, leads across part of the moat to the barbican. The barbican is a fortification, surrounded by the moat, directly in front of the fort entrance, which it was designed to protect. In the barbican at the stairway are the Arms of Spain. A second bridge, originally a drawbridge, leads from the barbican across the wide moat to the sally-port, which is the only entrance to the fort. This was provided with a heavy door, called the portcullis. On the outer wall, above the sally-port, is the escutcheon, bearing the Arms of Spain; and the Spanish legend, which read:

REYNANDO EN ESPAÑA EL SEÑOR DON FERNANDO SEXTO Y SIENDO GOVERNOR Y CAPITAN DE
ESA CIUDAD SAN AGUSTIN DE LA FLORIDA E SUS PROVINCIAS EL MARESCAL DE CAMPO DON ALONZO
FERNANDO HEREDIA ASI CONCLUYO ESTE CASTILLO EL ANO DE 1756 DIRIGIENDO LAS OBRAS
EL CAPITAN INGENIERO DON PEDRO DE BROZAS Y GARAY

"Don Ferdinand VI., being King of Spain, and the Field Marshal Don Alonzo Fernando Heredia being Governor and Captain-General of this place, San Augustin of Florida, and its province, this fort was finished in the year 1756. The works were directed by the Captain-Engineer Don Pedro de Brozas of Garay."

Within the fort on the right of the entrance hall is the old bake room, and beyond this are two dark chambers, which were used for storage. On the left is the guards' room. The hall opens upon a large square court (103 by 109 feet). Around this court are casemates or rooms which were used for barracks, messrooms, storerooms, etc. Some of the casemates were divided into lower and upper apartments. A beam of light is admitted through a narrow window or embrasure, high up near the arched ceiling. From the first east casemate a door leads back into an interior dark room. From the furthest casemate on the same side an entrance leads back into a dark chamber, off from which a narrow passage leads through a wall 5 feet deep into a space 6 feet wide; and from this a low aperture 2 feet square gives access through another wall 5 feet deep, into an innermost vault or chamber, which is $19\frac{1}{2}$ feet long, 13-2-3 feet broad, and 8 feet high. The arched roof is of solid masonry. There is no other outlet than the single aperture. This is the so-called "dungeon" of Fort Marion. It was designed for a powder magazine or bomb-proof. When the fort was in repair the chamber was dry and fit for use as a safe deposit for explosives; but when the water from above percolated through the coquina, this bomb-proof or powder magazine became damp and unwholesome. For this reason it was no longer used except as a place to throw rubbish into. Then it bred fevers, and finally, as a sanitary measure, the Spaniards walled it up, and the middle room as well. They did this in the readiest way by closing the

entrances with coquina masonry. When the United States came into possession of the fort the officers stationed here did not suspect the existence of these disused chambers, although among the residents of the town were men who had knowledge of them and of their prosaic use as deposits for rubbish. One of these residents once related to the writer his recollection of the disused powder magazine, as he was familiar with it when, as a boy, he was employed at the fort. In 1839 the masonry above the middle chamber caved in, and while the engineers were making repairs the closed entrance to the innermost chamber was noticed, and investigation led to its discovery. Refuse and rubbish were found there. The report was given out—whether at the time or later—that in this rubbish were some bones. From this insignificant beginning the myth-makers evolved first the tale that the bones were human, then they added a rusty chain and a staple in the wall, a gold ring on one



PLAN OF FORT MARION.

1, bridge from barbican to glacis. 2, stairway to barbican. 3, bridge over moat. 4, sally-port. 5, hall. 6, bake room. 7, 8, dark rooms. 7 (left), guards' room. 9, interior dark room. 10, 10, casemates. 11, casemate. 12, interior dark room. 14, bomb-proof. 15, chapel. 16, dark room. 10a, treasurer's room. 10c, casemate from which Coacoochee escaped. B, bastion. W, water-tower.



CHAPEL ENTRANCE AND CASEMATES.

skeleton's finger, instruments of torture, iron cages, a pair of boots, and a Spanish Inquisition tale of horror. Facing the court on the north is the chapel. In the wall of the court above the party of French astronomers who came here in 1879 to observe the transit of Venus have left a marble tablet in commemoration of their visit. In the northwest bastion is another dark room. Casemate roc is known as "Coacoochee's cell." Coacoochee was a Seminole chief, who at one time during the Seminole War was confined here; and with a companion made his escape by squeezing through the embrasure and dropping to the moat. The Seminole chief Osceola was also a prisoner in Fort Marion, whence he was removed to Fort Moultrie, in Charleston Harbor, where he died.

From the court a stone ascent leads up to the terreplein of the ramparts. This ascent was originally an inclined plane for artillery. At the outer angle of each bastion is a sentry box.

The four walls of the fort between the bastions are the curtains. The walls are 9 feet thick at base, $4\frac{1}{2}$ at top, and 25 feet high above the present moat level. The bastions are filled



COURT OF FORT MARION.



THE SEMINOLE CHIEF OSCEOLA.

with earth. The fort is surrounded by a moat, 40 feet wide, formerly deeper than at present, with a cemented concrete floor, and flooded from the bay at high tide. Along the outer edge of the moat are narrow level spaces called covered-ways; and wider levels called places-of-arms, where artillery was mounted and the troops gathered, protected by the outer wall or parapet, from which slopes the glacis. The fortification of stone (water battery) in front was built by the United States in 1842. The small brick building (hot shot furnace) in the moat dates from 1844.

In different forms and bearing different names, the fort has been established more than three centuries. For two hundred years the fort was St. Augustine, and St. Augustine was Florida. At first a rude and temporary structure of pine logs,

the fortification expanded in magnitude until it developed into the great stone fortress. In the years of its building the progress of such a work was slow. Convicts from Spain and Mexico, and Indians and slaves, quarried the stone on Anastasia Island, ferried it across the bay, and toiled at the walls; and it was not until the year 1756 that the work was considered finished. The story goes that the King of Spain, counting up the cost, fancied that the fort must have been built



RUINS OF SPANISH FORT AT MATANZAS INLET.

of gold; and we may well imagine that successive Governors-General filled their pockets out of the job and went home rich men.

The walls are built of coquina, which in its day was considered a very excellent material for this purpose, since cannon balls would sink into the wall without shattering it as they would harder stone. On the sea front of the southwest bastion are crevices, which according to local tradition were caused by British cannon balls from the opposite shore when the town was besieged by Oglethorpe, who in 1740 landed a force on Anastasia Island and bombarded the fort for forty days. In that age of crude artillery the coquina bastions were capable of withstanding a much more serious attack than that of Oglethorpe's batteries; but the art of war has changed since then, and Fort Marion would quickly be shattered by modern guns.

Shortly after coming into the possession of the United States, the fort was named Fort Marion, in honor of the Revolutionary hero, General Francis Marion.

ST. ANASTASIA ISLAND, lying in front of the town, between bay and ocean, is a favorite resort for excursion parties, and has many attractions for the tourist. The most pleasant time for a visit is the afternoon. The route is by bridge from King street, and rail, drive or cycle path. The LIGHTHOUSE is usually open to visitors. The light is a fixed white and revolving flash light, flashing once every 3 minutes, and is visible 19 miles. The purpose of the variability of the light is to render it distinguishable from others. Thus, while the St. Augustine light is a fixed white light varied by a flash every 3 minutes, the St. Johns River light, the next one north, is a fixed white light; and the Cape Canaveral light, the second one south, flashes every minute. The black and white spiral stripes, which make the tower look like a grotesque Brobdingnagian barber's pole, distinguish it from others by day; the tower of the St. Johns River light is red; that of the Cape Canaveral light has black and white horizontal bands.

Anastasia Island extends from St. Augustine south 12 miles to MATANZAS INLET, where there are picturesque ruins of an old Spanish fort which defended the sea approach to the town from the south. The name Matanzas (from the Spanish *Matanza*—slaughter) commemorates the massacre of the Huguenots, which occurred here in the year 1565, an event connected with the founding of St. Augustine by Pedro Menendez. The French Huguenots had established a settlement on the River St. Johns, and in 1565 Menendez came with a Spanish force to drive them out. He landed at the Indian village of Seloy, and on its site founded St. Augustine. The French, leaving a garrison in their Fort Caroline, sailed to attack St. Augustine, but their ships were driven south by a storm. Thereupon Menendez marched to the St. Johns, captured the French fort and put the garrison to death. Upon his return to St. Augustine he learned that the French fleet had been wrecked on the coast. He proceeded south to this inlet, discovered the Frenchmen on the other side, and by false promises induced them to surrender and deliver up their arms. Then he sent them boats, brought them over in small bands at a time, bound them, blindfolded them, led them behind the sand hills, and there in the name of religion put them to death.



FORT MARION—THE WATER BATTERY.

THE MEMORIAL PRESBYTERIAN CHURCH, on Valencia street, erected by Mr. Henry M. Flagler in 1889, was designed by Messrs. Carrère & Hastings, the architects of the Ponce de Leon. The building material used was the concrete employed for the great hotels. The exterior has a wealth of decoration, and the great copper dome is one of the conspicuous architectural features, which contribute so much to the attractiveness of St. Augustine. Adjoining the church on Sevilla street is the manse. The church is open to visitors during the day, except Mondays and Saturdays. The windows by Mr. H. T. Schladermundt, of New York, are among the most notable of recent examples of decorative work in stained glass. For his theme Mr. Schladermundt has taken the Apostles' Creed. Beginning with the rose window in the east the series proceeds to the left, the illuminated text of the Creed being accompanied with emblems as follows:

"I believe in God the Father Almighty, Maker of heaven and earth,"

(The emblem is the earth upheld by flying angels.)

"Jesus Christ His only Son our Lord, who was conceived by the Holy Ghost, born of the Virgin Mary, suffered under Pontius Pilate,"

(The two large panels picture Christ blessing little children; and Christ in the Garden of Gethsemane, with the ministering angel and the three sleeping disciples.)

"Was crucified, dead and buried."

(The emblems are the cross and the passion flower.)

"He ascended into heaven, and sitteth on the right hand of God the Father Almighty;"

(The emblems are crown and palm tree.)

"From whence He shall come to judge the quick and the dead."

(The emblems are scales, scroll and hyssop.)

"I believe in the Holy Ghost;"

(The emblems are the dove and the Holy Ghost orchid.)

"The Holy Catholic Church;"

(The emblems are candelabra and olive tree.)

"The communion of Saints;"

(The emblems are the cup and ripe clusters of grapes.)

"The forgiveness of sins;"

(The emblems—outstretched hand and hyssop.)

"The resurrection of the body,"

(The emblems flying wings and Easter lily.)

"The life everlasting."

(The emblems are a hart drinking at a brook and the Tree of Life.)

In the rose window in the south is a flying angelic herald proclaiming "Glory to God in the Highest." In the wall below a scroll bears the message, "Peace on Earth," with emblematic dove.



WINDOWS IN THE MEMORIAL CHURCH.
By H. T. Schladermundt.



THE HOTEL PONCE DE LEON.

Photo Copyright, 1904, by the Rotograph Co.

It has been the fashion in describing St. Augustine to lay emphasis on its Spanish character. With the one exception of the fort, however, no specially notable example of Spanish architecture was to be found here. Throughout the entire period of its rule from Madrid the town appears to have been always poor, as the Boucaniers found it in the middle of the seventeenth century. And yet no



COURT OF THE PONCE DE LEON.

natural conditions were wanting. The sky above St. Augustine arches as delicately blue and soft as that of Seville. The sunlight is as warm and as golden as that which floods the patios of Spanish Alcazars. The Florida heavens are as radiantly brilliant by night, and the full moon floats as luminously above the Atlantic coast, as where the pinnacles and minarets of Valencia glitter in its beams on the Mediterranean shore. Add to these natural adaptations the historic associations of Spain and the Spaniards, and there is little room for wonder that the visitor looked for some architectural monuments other than gloomy fortifications to commemorate the dignity and pride of the ancient Spanish rule.

Some such reflections as these, perhaps, prompted the designers of the projected PONCE DE LEON to look to the architecture of Spain for the style most appropriate for the structure. They found it in the Spanish Renaissance; and this was well chosen, for it was the style of which the development coincided with the most glorious period of Spanish history.

The historic symbolism of the decoration is to be observed at the very gateway of the court in the lion's masque which ornaments each of the gateposts. It is the heraldic lion of Leon, that sturdy Spanish town which so long and so bravely withstood the Moors; and an emblem, too, of the doughty warrior, Juan Ponce de Leon, proclaimed in his epitaph "a lion in name and a lion in heart." Above the arch of the gateway, repeated in the spandrels of the panel arches, is the stag's head, which was the sacred totem of Seloy, the Indian village on whose site St. Augustine was built. From the gateway of the court the towers are seen for the first time in their full proportions. Each side of the square tower is pierced near the top with an arched window, opening upon a balcony, reminding us of the balconies of Mohammedan mosques; and from them, at morning, noon or nightfall, we might almost expect to hear the muezzin's call to prayer. Crossing the court, past the fountain, we approach the grand entrance. This is a full-centered arch, 20 feet wide. Around the face of the arch, in a broad band, carved in relief on a row of shields, a letter to a shield, runs the legend, *Ponce de Leon*. Garlands depend from the shields, which are supported by mermaids. This is another suggestion of the sea as the source whence came the shell composite of the hotel walls; and also of the sea as the field of Ponce de Leon's achievements. The suggestion is further emphasized in the shell-pattern in the spandrels of the arch, and yet again in the marine devices of the coats-of-arms on the two shields. The other entrances, on the east and west, should have attention before we leave the court. In the wall, on each side of the doorway, is a deep fountain niche. The water issues from the mouth of a dolphin. Above the door, in the key of the arch, is a shield with a shell device, and medallions with Spanish proverbs occupy the spandrels. The dolphins of the fountain niches have special appropriateness; they are not only typical of the sea, but have a local significance as well, for the bay of St. Augustine once bore the name River of Dolphins, given it by Laudonnière, the Huguenot captain, who anchored his ships here in 1564. The allusion to the sea, in the dolphins and the shells, is a motive repeated again and again throughout the hotel; even the door knobs are modeled after shells.

While the decorations of the rotunda are true to the Spanish Renaissance style, the motives for them have been found in the Spain and the Florida of the sixteenth century; the symbolism is of the spirit of that age and the impulses which then held sway. Painted on the pendentives of the cove ceiling of the second story are female figures typical of Adventure, Discovery, Conquest, Civilization. Four other figures represent the elements, Earth, Air, Fire, and Water. The decorations in the penetrations are lyres, with swans on either side. The lyres are surmounted alternately by a masque of the Sun god of the Florida



A TOJETTI FRESCO.

Indians, and by the badge of the most illustrious order of Spanish knighthood, the Golden Fleece, depending from its flint-stone, surrounded by flames of gold. Where this appears, the design of the border is the Collar of the Golden Fleece, the chain of double steels interlaced with flint-stones.

Below in the spandrels of the corridor arches is seen the stag's head, the barbaric emblem of the Sun-worshipping Indians. Shields bear the arms of the present provinces of Spain, and on cartouches are emblazoned the names of the great discoverers of America. Cornucopias are favorite forms here, as elsewhere throughout the hotel.

The upper dome is modeled in high relief; around its base dances a band of laughing Cupids; between these figures are circular openings; and the vault above is all modeled with delicate tracery of pure white and gold effects; casques and sails signify the military and maritime achievements of Spain; and the crown of the dome is surrounded with eagles.



A TOJETTI FRESCO.
Ceiling decoration in the Hotel Ponce de Leon.

A broad stairway of marble and Mexican onyx leads to a landing, from which is entered the dining hall. In delightfully antique letters set in mosaic in the floor of the landing is the aptly chosen verse of welcome, taken from Shenstone :

Whoe'er has travell'd life's dull round,
Where'er his stages may have been,
May sigh to think he still has found
The warmest welcome at an inn.

On each end, north and south, of the central dining hall is a panel of dancing Cupids, with roguish faces and outstretched hands, representing the feast ; some extend clusters of luscious grapes, and bread and cups of wine in welcome to the guests, while others ladle steaming *olla* from great Spanish *calderons*. On the wall above are pictured ships of Spain, with sails full set and gracefully waving streamers and pennants ; they are the high-pooped Spanish caravels of the sixteenth century, just such vessels as that in which Ponce de Leon came to Florida in his search for the fountain. On the pendentives between the stained-glass windows, allegorical paintings represent the Four Seasons. The grand parlor decorations are in ivory-white and gold, with frescoes by Tojetti of Cupids and garlands and filmy drapery amid clouds in the corner ceilings.



THE ALCAZAR.

From Photo by W. H. Jackson, Photo and Pub. Co., Denver.

On the south side of King street, opposite the Ponce de Leon, is the ALCAZAR, an adjunct of the hotel, and in architecture a fitting complement of it. The Alcazar is of Spanish Renaissance style, and of a design which, like that of the Ponce de Leon, is original throughout. Within is a court of flowers, shrubbery and vines, with a fountain playing in the center. The court—not unworthy to be compared with the patios of the Alcazars in Spain—is surrounded by an arcade, upon which open shops and offices. Beyond is the Casino, in which are the great swimming pools of sulphur water from the artesian wells.

The group of concrete hotels on the Alameda is completed by the HOTEL CORDOVA. In style it does not follow the Spanish Renaissance architecture; the suggestions for the heavy walls and battlemented towers were found in the strong castles and town defenses of Spain; it recalls those architectural monuments of the warring ages of the past; vast piles of masonry, which grew with the increments of hundreds of years, amid the conflicts of Roman and Goth and Moor and Christian. Thus the archway on the north façade, formerly a gateway, flanked by massive towers round and square, was an adaptation of the Puerto del Sol, or Gate of the Sun, of Toledo, one of the famous remains of the Moorish dominion in Spain. The balconies of the lower range of windows are the "kneeling balconies" of Seville, so called because the protruding base was devised by Michael Angelo to permit the faithful to kneel at the passing of religious festivals.



THE FLORIDA HOUSE.



THE SIGN OF THE QUESTION MARK

To the Stranger in Florida

T OFFER YOU MY SERVICES to aid you in making your winter trip a pleasant and comfortable one. I will plan for you trips in Florida, to Nassau or Cuba, the West Indies, Mexico, or to any part of the South. I will tell you which trains to take to make best connections, how to avoid night travel what is of interest at stopping places, and how to use your time to the best advantage. I will tell you all about the Hotels, and will give you letters of introduction that will help to smooth your way. I will engage your hotel accommodations in advance, if you wish it. I will engage for you rooms on steamers and Pullman chairs or berths, and purchase tickets for you if you desire it. You need not bother the hotel clerk nor your own brain about train schedules. I know them well, my information is at your service.

My offices are furnished with a view to your comfort. Here are Guide Books and hotel booklets and railway time tables and traveler's literature of ail

☪ Mr. Foster's offices in Florida are the authorized agencies for the sale of tickets for the Ocklawaha trip, the Beach & Miller St. John's River Steamboats and the Inside Waterways Line along the East Coast.

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Two things I ask you to remember:

First—Don't be afraid of annoying me. I am never annoyed by honest questions, no matter how numerous.

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Anything at
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Anywhere

WARD G. FOSTER, General Manager

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JACKSONVILLE—Hotel Seminole	SEABREEZE—Hotel Clarendon
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Mr. Foster's Information Office, Prado and Central Park, Havana.

My office, corner Prado and Central Park, has been established especially for your convenience. You will find here maps, schedules and printed matter, descriptive of the routes of travel throughout the Island and to the various parts of the United States, Yucatan, Mexico, Jamaica, the West Indies and Europe, as well as literature concerning the lands and industries of Cuba. I will be glad to give you also personal information concerning Cuba—hotels, modes of travel, hunting and fishing, lands—or about travel anywhere. I will plan tours for you and will give you cards of introduction to hotel proprietors and to other business people.

If you wish to see Havana to advantage or to make purchases at the shops in the city, it will be worth your while to see me first. I will give you information that will save you both time and money. I accept no commissions. The information I give you is impartial and disinterested, and it is given absolutely free, *no fees being asked or in any instance accepted.*

I sell Railroad and Steamship Tickets to all parts of Cuba and to Jamaica and the West Indies, and Sleeping Car Tickets to Santa Clara, Camaguey, Santiago and all points on the line of the Cuba Railway.

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It will be carefully looked after and will be forwarded as you direct.**

Ask Mr. Foster

In Washington, Philadelphia,
New York and Chicago



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My offices are especially well equipped for supplying satisfactory data concerning automobile tours. We will tell you the condition of the roads, the location of good inns and garages. We will make suggestions for nearby runs or long distance tours and will supply maps, tour-books and other needful things. Tourists report to us daily on road conditions and other matters, so that my offices are clearing houses for automobile information—all at your service.

At my offices are hundred of descriptive booklets of different hotels, small and large, also railroad and steamship schedules, maps, guide books, plans of hotels and all sorts of travelers' literature that will be helpful to you.

I will tell you which trains to take to make best connections, how to avoid night travel if desired, what is of interest along the way, which routes afford the greatest scenic advantages, how to combine most advantageously travel by water and rail.

I can tell you the cost of railroad and steamship tickets and the rates charged at the different hotels. I will engage your hotel accommodations in advance if you wish it, and will give you letters of introduction that will help to smooth your way.

I am well acquainted also with the hotels of other large cities, and can aid you in selecting the best one suited to your needs.

You are cordially invited to visit my offices and to make free use of the services rendered here. **There are no charges of any sort. No fees are ever accepted. Therefore:**

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Buffalo, St. Louis.

A KEY WEST ALARM.

H. P. Huse in Wide Awake.

I WAS a little child when my mother and I left New York in a small brigantine to seek a climate suited to an invalid. I remember perfectly the exquisitely lovely scene as we sailed into Key West on a bright November morning.

It was in the winter of '35-'36, and the Seminole war was going on. Shortly before Dade and his command had gone from Key West to meet a fearful death in the Everglades. The news of the massacre had come with a shock to every heart, and there seemed to be a general feeling that the island would be the next point of attack; it was entirely defenseless, the naval force having been withdrawn and the soldiers' barracks stood deserted on the beach a mile away from the town.

Everybody went to bed at night with the feeling that the Seminole war-whoop might awake them before morning; all the white men were organized into a guard, the principal gentlemen being officers; they were well armed, and a strong patrol kept watch every night.

For several weeks there were no alarms; but at last one night it came—the signal that in some way or other was connected with the coming of Indians or the rising of the negro slaves.

It was about two o'clock when one of the gentlemen on duty as patrol tapped on the window of the Custom House, saying, "Whitehead, get up at once! They've come! The signal drum is beating at the barracks!"

Mr. Whitehead was soon ready and armed, and joined almost immediately by several others. The gentlemen as quickly and as silently as possible inspected all the negro cabins. They found every negro in his place and sound asleep. Meantime the tap, tap, of a muffled drum was distinctly heard—and in the direction of the barracks. It seemed unnecessary to send a party to reconnoitre, for the enemy was there, within a mile of them, and probably in such force as to make resistance unavailing. But certainty was better

than suspense, and at last a party started.

Silently, almost breathlessly and with sinking hearts, those men stole on through the glorious tropical moonlight like shadows or ghosts, knowing that every bush or tree might be an ambush, and that any moment might bring to their shrinking ears the infernal whoop telling them that home, wife and children were in the hands of those who knew no mercy—and ever as they neared the barracks the sound of that muffled drum grew louder, each stroke falling on their hearts.

Approaching the open space in front of the barracks, they halted, in the edge of the low woods. Holding their breath lest even that should betray them, they peered through the thick leafage. Nothing to be seen but the great old barracks with its broad galleries. Everything was still as the death they feared—nothing but the low wash of the water on the beach a few rods away—that, and the tap of the drum.

At last one gentleman stepped noiselessly out into the clear space; then a few steps further; then with a seemingly spasmodic movement and with a shriek of nervous laughter he lifted his hand and pointed to the enemy.

Astounded by the extreme peculiarity of his manner, his comrades sprang to his side, and beheld the Seminole invasion—signal drum, war-whoop, paint, feathers, scalping-knives, and the rest of it—in the person of a superannuated white dog seated on the roof of an empty cistern, and from time to time beating upon it with his tail. The perfect clearness of the atmosphere had carried the sound a long distance.

What became of the guilty dog, I have forgotten; but the story was a good one for many a merry dinner and supper party for long years after.

Perhaps I ought to say that in Key West the cisterns are built on top of the ground and covered with a carefully laid platform. Of course, being quite empty the resonance would be very great.

IN SPANISH ST. AUGUSTINE.

LE SIEUR CAUSSE, an honest French mariner of the eighteenth century, who was shipwrecked on the Bahamas, plundered by pirates, and in the end forced to turn pirate himself, and who left in a manuscript carefully cherished by his descendants, an account of his sea life, found his way about the year 1750 to St. Augustine; and gives a racy and curious picture of what he saw there:

"In Havana we found a French corsair, commanded by M. Ferret, who also owned the vessel. It mounted six three-pounder guns, twelve swivel guns, and had seventy men of all sorts and conditions, including Spaniards, Turks, Genoese, and English. As I was now quite destitute, and had nothing left in the world but my shirt and breeches, there seemed nothing better for me than to embark on board this ship, especially as M. Ferret offered me the post of lieutenant. He took at the same time several of our people. After victualling the ship, we set sail for the English strait. When two days out we saw a little ship careening under the island of Samana. To ascertain what she was M. Ferret lowered the long boat, and I was ordered to take nine men, and if she turned out to be English, to seize her. When already near to her, some English sailors who had concealed themselves behind the rocks, opened a volley of musketry fire upon us, which only wounded three of us. Our wish was to land and drive them out, but M. Ferret by signal recalled us to the ship, and our corsair was moved in to half cannon shot distance, almost grounding, and we cannonaded her till we had rendered her useless.

"When we were off St. Augustine, in Florida, we determined to careen and repitch our vessel. So in answer to our signal for a pilot a launch came off from the shore and took us in tow. By hard rowing they brought us over the bar, so that we were able to sail up the river. Next day we came to anchor before the town of St. Augustine, which we saluted with thirteen guns. The boat was lowered, and M. Ferret paid a visit to the governor, who received him with every attention, offering to supply us with all we

needed. Next day the governor came on board, and we set before him a collation of a varied sort, on which he complimented us. Indeed, this little *déjeuner* was of the gayest. We drank to the prosperity of our countries with the accompaniment of salvos of cannon, and the cheers of the men who went into the rigging. When the governor left he invited all the officers to the Government House next day.

"The hour being at hand for our appearance there, many of us represented to M. Ferret that we could not present ourselves before the governor decently, as most of us had only one shirt and one pair of breeches, which made him laugh much. Being determined to take us along with him, he lent us all the clothing he had, and although it was his very best, yet our appearance was comical enough. Some of us had lace-up clothes without vests, others nothing but vests and big breeches. Thus then in grand parade, each of us with a sword at his side, we proceeded to the Government House, where we were received by the governor himself and introduced to the company. We sat down to a dinner served by the cook, Dubord, and had good wine dessert. At 3 o'clock we adjourned to another hall and danced minuets with some beautiful Spanish ladies. Afterward we went to the church, where the governor had us placed in a large covered pew by his side. It had a curtain of crimson velvet and was opposite the pulpit. The preacher was Récollet Father. At the second part of the discourse we were surprised to see him produce a skull upon which he placed a wig. After he had spoken in an impassioned manner words which, though we could not understand them, were evidently good moralities, he took the pertuque off this skull and in its stead placed a head-dress and a veil. Doubtless this part of his discourse was addressed to the women, at which remarkable scene some of us could not resist laughter. For my own part, I bit my lips to save myself from exploding. I could have wished to have been outside. In concluding

his sermon he took a crucifix, and as if he noticed that what he had said had not sufficiently moved his audience, I understood very well that he cried out several times, 'You are not willing to weep? You are not willing to weep for your God? Very well, I will take Him away.' Then he descended from the pulpit and left the church in a rage, taking the crucifix with him; and immediately everybody rushed out after him, through the streets, telling their rosaries. There only remained in the church a few women fainting and without help. Such an impression had the monk made upon them! He presently returned, still followed by the crowd, into

the church, pronounced the benediction, and all was over.

"We next went with the governor to see the races, which are chiefly entertaining on account of the large assemblage of people of both sexes. The race itself is a very small matter. About sixty horses were made to run one after another, while their riders tried to seize the head of a cock who is fastened by the feet to a cord tied across the street above their heads.

"Some weeks after, having completed our careen and provisioned our ship, we took farewell of the worthy governor and got out of the river."



ST. AUGUSTINE IN BRITISH TIMES.



DRESS PARADE AT THE FLORIDA OSTRICH FARM, JACKSONVILLE.

THE EAST COAST.

JACKSONVILLE, the metropolis of Florida, is on the St. John's River, twenty-five miles from the sea by the winding course of the river, and eighteen miles in a direct line. It is a deep-water port; on the completion of dredging operations now in progress by the National Government, bar and channel will admit the heaviest freight ships afloat. In growing commercial importance Jacksonville is one of the chief cities of the South. Its superb geographical situation assures its supremacy for the future. Says a recent writer:

"The fact that Jacksonville is further west than any other Atlantic port in the world is one worthy of consideration. The coast line turns slightly west of south from New York to Cape Hatteras to the mouth of the St. John's. On account of this trend of the ocean to the westward, Southern ports are nearer to the geographical center of the country than are the ports of the North.

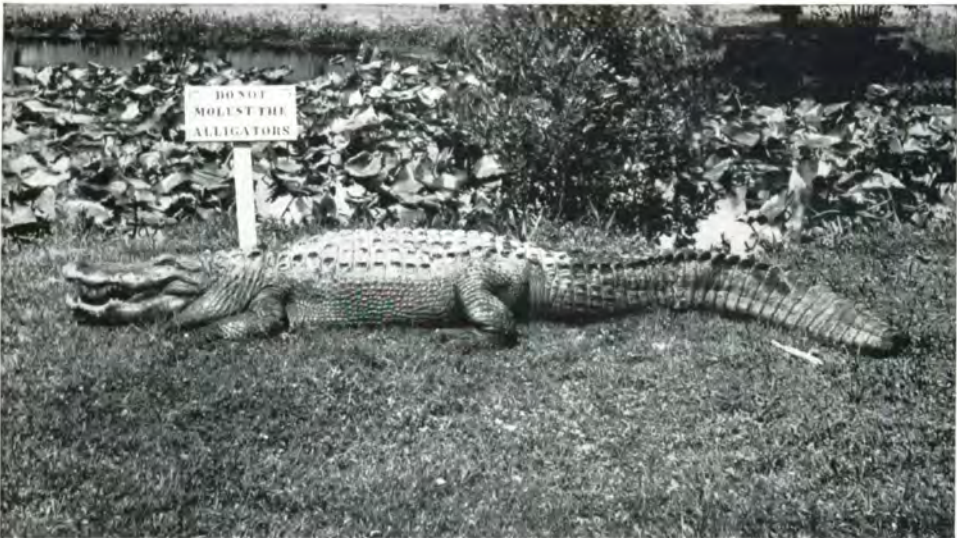
"Jacksonville is nearer than ports north of Charleston to St. Louis, Kansas City and all parts of Missouri, Kansas, Nebraska, South Dakota and Montana, and the States west and south of them, and as near to them as is Charleston or Savannah. Coming further south, Jacksonville is the nearest Atlantic port."

It is the largest city in the State, and the railway and steamship center. All trains arrive at and depart from the Union Passenger Station, thus avoiding transfers. All Northern and Western lines here connect with the Florida East Coast Line. The Clyde Line steamships run to Charleston and New York; and the ships of the Merchants and Miners Steamship Co. to Savannah and Baltimore. The Clyde's St. John's River steamers ascend the river to Sanford, and the Independent Line of steamboats to Green Cove Springs.

As the gateway of Florida, Jacksonville is well known to the tourist from the North and the West. The city numbers its winter visitors by hundreds of thousands.

There is much to attract one, and abundant means to interest and entertain while here. In all the factors which make for comfort and convenience the city is well equipped. The streets are broad, well paved and shaded. The electric car lines are modern and up-to-date. The city has its own electric lighting system, and shines as an illuminating example of municipal ownership. The water supply is from inexhaustible artesian wells. The shops, numerous, varied and well stocked, are metropolitan in character. Modern, well built theaters bring to the city the best companies. There are many clubs, men's and women's. A country club maintains a club house with excellent golf links. A yacht club whitens the St. John's with pleasure craft. Pleasant drives lead in many directions, and miles of auto roads are well cared for. There are numerous interesting trips on the river, and the Atlantic beach is readily reached. The Florida Ostrich Farm, accessible by electric car line, is an unfailing source of entertainment; the big birds in action and pose are objects of perennial interest. The ostrich may here be studied in all stages, from the egg to the plume on my lady's hat. There is an interesting zoological collection at the Farm. A performance is given every afternoon.

Jacksonville is well provided with hotels of excellence. The city has enjoyed long-established popularity as a tourist resort, and ample provision is made for the comfort of visitors.



ONE SEES IN FLORIDA MORE ALLIGATOR LEATHER BAGS THAN ALLIGATORS.

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Of the advantages of Jacksonville for residence, a well considered review in the *Times-Union* says:

"There is probably no city in the United States that offers so many attractions as a place of residence as does the city of Jacksonville. It is situated on the banks of the noble St. John's River, a river which extends almost the entire length of the State and which affords ample opportunities for sportsmen, yachtsmen and fishermen to indulge in their favorite pastimes. It is within thirty-five minutes by rail of the Atlantic Ocean and one of the finest seaside resort hotels in America. Standing upon high ground and well drained by creeks that flow through it, and by the great river sweeping round it, the city enjoys advantages of fortunate sanitary topography, and its natural healthiness has been liberally improved by perfect drainage, sewerage and other necessary sanitation. It has a splendid supply of almost chemically pure water, obtained from artesian wells which are sunk to the depth of about one thousand feet. The climatic conditions are as near perfect for pleasurable existence as can be found in America. It is not only a very attractive winter resort, but even the summers are not as uncomfortable as in most Northern cities, for it is fanned by delightful breezes from the Atlantic Ocean. The population is cosmopolitan, probably as much so as any city of its size in the United States, and strangers who come here to make this their home always find a generous and hearty welcome. The school advantages are excellent and are being rapidly improved. There are churches of all denominations, and the very best amusements are afforded the people of the city. Jacksonville being on the southern circuit, the best attractions that visit the largest cities of the South come to Jacksonville. Trolley lines run through all parts of the city and into the suburbs, and there are a number of fine parks and pleasure resorts. There are miles of paved streets and beautiful shell drives. The mortality reports show that Jacksonville is one of the healthiest cities in this country. Since the great fire of May, 1901, not only have fine business blocks been erected, but many costly and elegant residences, and in the suburbs, which were not touched by the fire, there are as handsome residences as can be found in any city of its size. There are also numerous dwellings of more modest type which are the homes of traders and mechanics of which they themselves are the owners. It may be imagined that because Jacksonville is in the extreme south that it is an isolated city, but with nine railroads extending to all portions of the country, and elegant Clyde steamships running tri-weekly to New York and Boston; and not only telegraphic communications with all parts of the world, but with long distance telephones, it is in touch with all the great business centers of the country."

Going south from St. Augustine, one comes first to PALATKA, on the St. John's River, twenty-eight miles from St. Augustine via the East Coast Railway, and fifty-six miles from Jacksonville. Palatka is an attractive and flourishing city, and the walks and drives in all directions are romantic and beautiful. Rowboats and small steamers can be leased for excursions to points on the St. John's River. The city is the point of departure for the Ocklawaha steamboats.



A CHARACTERISTIC EAST COAST LANDSCAPE.
Photo copyright, 1905, by Kaiser, Daytona.



SILVER SPRING.

THE OKLAWAHA RIVER TOUR affords a revelation of some of the wildest and most novel scenery in the State, and an experience never to be forgotten. The river is navigated by the tourist steamers of the Ocklawaha River lines, from Palatka and Silver Springs, railroad connection being made at each of these points. (See time cards in our advertising pages.) The steamboats are lighted on their way through the night, and the excursion is one which remains in memory as the weirdest experience of a lifetime. The stream is narrow and extremely tortuous, and is overarched by giant oaks, magnolias, palmettos, cypresses, bays and other trees, all festooned with "Spanish moss" in profusion. The effect by daylight is novel and fascinating, and by night it is fantastic, mysterious and bewildering beyond description. Silver Spring is a circular basin, 600 feet in diameter, of water of wonderful clearness, which bursts up in a great flood from a depth of 65 feet, in such volume as to form the navigable river by which the steamboat has entered the spring. So clear is the spring, that from a boat the smallest objects can be seen at the bottom, and a nail may be watched all the way as it goes down, turning and darting in erratic course.

ORMOND, sixty-eight miles from St. Augustine by the East Coast Railway, is situated on the Halifax River, here parallel with the Atlantic, the two being



A BIT OF THE OCKLAWAHA.



IN FLORIDA WOODS.

The trees are festooned with tillandsia, popularly called "Spanish moss."



MAIN STREET—JACKSONVILLE.
Copyright, 1904, by the Rotograph Co.

separated by a peninsula a half-mile wide. The Halifax belongs to that system of inland waters which are more properly termed lagoons. They are fed by inlets from the sea, and extend from a little below St. Augustine to Lake Worth.

The Ormond climate is of that medium quality which permits one to come in October and stay until the end of May. April is cool and delightful. Careful



THE ORMOND-DAYTONA BEACH.



THE NEW ORMOND.

records of the temperature show that the April averages are: 8 A. M., 69°; 12 M., 73°; 8 P. M., 68°, and the mean for the month, 70°.

The walks in all directions are singularly attractive, being either shelled or planked over sandy spots, and provided with numerous rustic seats and arbors along the shaded river banks or through the trails across the half-mile peninsula that connects the river with the ocean. Ormond is famous for its drives and its bicycle paths and beaches. There is no finer beach anywhere on the Atlantic shore than at Ormond. It is 300 feet wide at mean tide, and extends for many miles up and down the coast. It is lively with all sorts of pleasure carriages, automobiles, electric bicycles and bathers. The vehicles hardly leave a mark on the smooth surface of the magnificent beach. This is the famous Ormond-Daytona automobile speeding course, on which have been made a number of world's records.

Sea bathing is a feature of Ormond. The beach, from the sandy bluff to the lowest point at ebb tide, is about 500 feet, and the slope is very gradual, and the incoming waves are gentle, so that the most timid and inexpert may here find



THE BOSTROM OAKS—AN AUTO TRAIL BY THE HALIFAX, AT ORMOND. SMOOTH, HARD SHELL.



THE TOMOKA—ORMOND AND DAYTONA.

the water perfectly safe. The beach also is attractive in the variety of beautiful shells that are swept up at the high tides. The exquisite nautilus is here cast ashore in storms, and searchers haunt the shore eager for the coveted prize.

The greatest inland water attraction of Ormond is the Tomoka River, once the chosen resort of the Tomoka tribe of Indians. Black bass from three to six pounds in weight abound in its deep, still waters; red bass are taken near its mouth, and there are many alligators in the stream. The high, wooded bluffs afford dry and picturesque camping grounds. The scenery of the river is varied and charming; and the one-day trip up the Tomoka is one of the popular excursions from Ormond and Daytona. It may easily be reached by carriage or boat. Steamboat excursions up to the Tomoka are made daily during the season.

DAYTONA, five miles to the south of Ormond, occupies an elevated hammock site on a circling arm of the Halifax, whence it looks out upon a bay of singular beauty. The natural attractions are many—a clean, hard river shore, shady drives amid oaks and palmettos, and the Ormond-Daytona beach. SEABREEZE is a winter colony of cottages and hotels on the ocean side of the peninsula, Daytona and Seabreeze being connected by bridges. On the ocean side of the peninsula the Ormond-Daytona beach, which is wonderfully hard and smooth, stretches for thirty miles without a break in its even surface, on which the hoof of a trotting horse makes no impression.



OCEAN BOULEVARD—SEABREEZE.



RIDGEWOOD AVENUE—DAYTONA.
Copyright, 1904, by the Rotograph Co.



ALONG THE HALIFAX.

Daytona was founded in 1870 by Mathias Day, of Mansfield, O., who named it Tomoka; but in 1871 Thomas Saunders, the landscape gardener of Washington, gave it the name Daytona. The founders set out to make a New England settlement in the South, and the thriving, prosperous and growing village, which is essentially one of homes, is marked by the best characteristics of Massachusetts town life. Something of its beauty is hinted in our illustration of Ridgewood avenue, one of the many avenues and streets for which Daytona is famous. Opportunities for the wheelman are afforded, in miles of shady roads and cycle paths, and the visitor who comes here from a home town where cycling has "died out" is pleasantly surprised to see the number of wheels in use. Automobiles are numerous; there are many miles of roads through the woods and along the river, complementing the beach courses.

Excursions are made from Ormond, Daytona and Seabreeze south to Ponce Park, at Mosquito Inlet, eleven miles from Daytona, one of the finest fishing grounds on the Coast.

The Halifax affords opportunities for sailing, and there is a large fleet of pleasure craft. The fishing for salt-water species is capital, the fish taken comprising drum, sheepshead, sea bass, pompano, cavalle and other varieties.



THE MIRROR—TOMOKA RIVER, ORMOND.

THE ORMOND-DAYTONA BEACH.

"Its sand is composed largely of the shells of the coquina clam, or Donax, peculiar to this part of Florida. The shells are about one-half inch long and very thin. For ages nature has been rolling them up, washing them back into the surf and pulverizing them. Examined under the microscope each particle is round, unfit for mortar, builders say, because its smoothness prevents it from holding together; yet, strange to contemplate, the very moment a wave leaves the wet, apparently soft beach, these round particles settle down into a cement almost as hard as asphalt, beyond the comprehension of one who has not seen it. Surely it must have been made for the automobile, for, regardless of weather conditions, there is no mud, no dust, tires are never heated owing to the moisture, and exploded tires are unknown. Here, too, the great dangers of road and track racing are entirely eliminated and man can never build a road as hard and smooth. Repairs are unnecessary, as twice each twenty-four hours it is entirely rebuilt by the tides. Immense holes may be dug, but the next tide hides every trace. Being almost level and with an average rise and fall of only 2 feet 9 inches at extremely low tide, this beach is from 300 to 500 feet wide and can be used from two hours after until two hours before high tide, thus giving an average of seven to eight hours for automobiling some part of each day."



THE BEACH AT SEABREEZE.



THE ORMOND-DAYTONA BEACH.
Photo copyright, 1905, by Kaiser, Daytona.



ON THE SAND DUNES OF ORMOND-DAYTONA BEACH.

The automobiling opportunities are by no means confined to the beach. Driving has always been in favor at Ormond and Daytona, and much attention has been given to good roads. The Ormond and Daytona drives are famous for their excellence and attractiveness. They lead in many directions, passing through charming scenery, and reaching many interesting points. One penetrates dense tropical forest, leading to ancient stone ruins; another follows the river to a modern plantation, hospitably thrown open to inspection; a third takes us through hammock and pine woods to the Tomoka Cabin on the Tomoka River. A favorite route is from Ormond on the beach to Daytona and return by the Halifax River road; or from Daytona one may soon go on to New Smyrna by the new hard shell road which for fifteen miles will closely follow the west bank of the river. The 35-mile round trip on the beach from the Inn to Smyrna Inlet can easily be made in one hour on a motor cycle. All these roads are adapted to the automobile, and every season finds upon them an increased number of machines. During the season of 1903-4, Mr. and Mrs. W. A. Adriance, of Poughkeepsie, N. Y., ran their 1903 auto car over 1,200 miles on the roads about Ormond without one road repair.

Daytona is not alone in the possession of good roads. The streets and suburban drives of Jacksonville, New Smyrna, Orlando, De Land, Miami, Tampa, and other points are all good auto roads.

Mr. Flagler's rock roads at Miami are a grand object lesson, and have given an impetus to the good roads movement, which has been taken up with much enthusiasm and is providing the East Coast country with a system of highways embodying the modern art of road building. Native material for roads is found in the coralline rock, which is soft and easily quarried, hardens upon exposure to air, and when crushed makes an admirable road metal. Another material extensively used is the oyster shell, drawn in abundant supply from the shell mounds along the coast, and another is the white marl of Ormond and Daytona.

The roads already constructed, building and projected, form links of the great highway which has been planned to extend from Jacksonville south 350 miles to Miami to connect those two cities and St. Augustine, Ormond and Daytona, New Smyrna, Rockledge, and West Palm Beach, with spurs to De Land and other points. This great highway will be a broad, hard-surfaced boulevard, adapted to modern vehicles.

The good roads movement now popular in the State, is promoted by the County Commissioners and Good Roads Association of Florida. The Association covers Florida. Hundreds of miles of roads are planned; every mile means opportunities for automobilists, both residents and tourists. The advent of the cruising launch and that of the touring automobile have opened to winter visitor and resident a new Florida, the resources and compensations of which are as yet hardly realized.



THE ROCKLEDGE SHORE OVERLOOKING INDIAN RIVER.

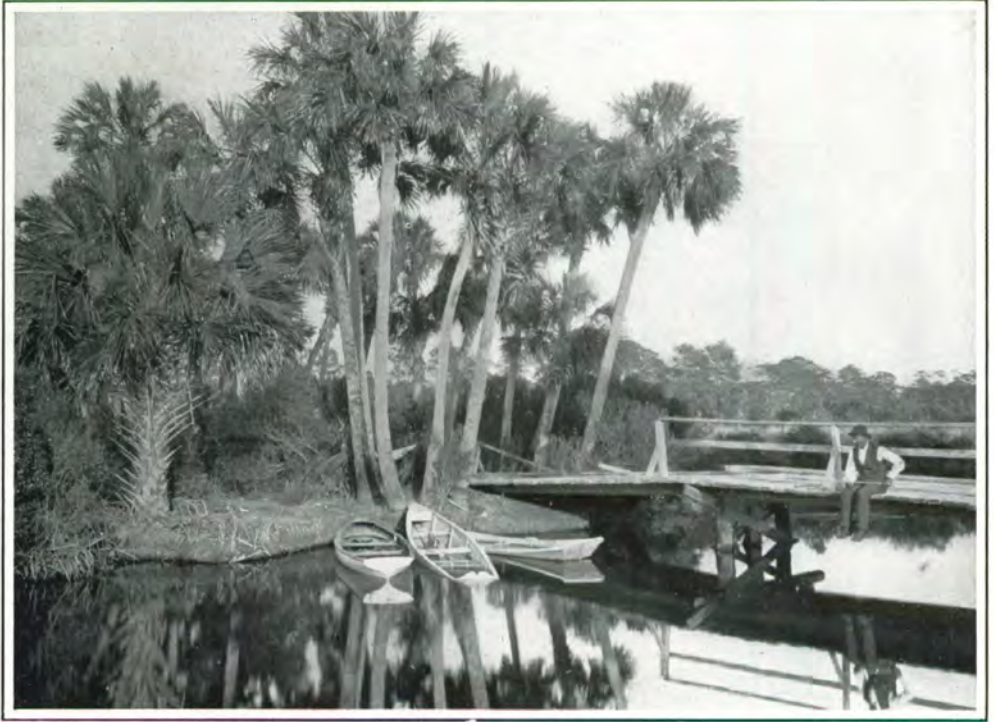
NEW SMYRNA, thirteen miles south of Daytona, on Hillsborough River, is the oldest settlement on the East Coast south of St. Augustine; and is historically famous for the Greek and Minorcan colony, 1,500 strong, established by Dr. Turnbull in 1767. All along the river bank for four miles north and three miles south are scattered the ruins of old Minorcan houses, with coquina stone floors, chimneys and wells, curbed with hewn stone. The drainage canals, indigo vats and ruins of old sugar mills indicate large industries. Other ruins known as the "Spanish Mission," or "Columbus Chapel," and "Rock House" are by some people thought to antedate the time of Turnbull. New Smyrna beach stretches south for miles, with a firm, smooth surface, and is lined along the bluffs with the cottages of Coronado and other summer and winter residence colonies. New Smyrna is an outfitting point for fishing and camping parties.

From New Smyrna a branch line of the Florida East Coast Railway System runs to Blue Springs, on the St. John's River, thirty-two miles west. This is the route to DE LAND and to LAKE HELEN.

ROCKLEDGE is named from the bold coquina ledges, which lend a picturesque beauty to the shore line. The foot walk for several miles on the high river bank, leading through one splendid orange grove to another, is very fascinating. There is a grand outlook across the river to Merritt's Island, which is also populous with villas, groves and gardens. The sailboats and rowboats and launches, the pedestrian parties one continually meets on the river path, the well-contented occupants of the elegant mansions that front the river adjoining on their broad verandas, the *dolce far niente* leisure of the Rockledge winter resident, the orange



A TANGLE OF WILDERNESS.
Photo copyright, 1905, by Kaiser, Daytona.



THOMPSON CREEK, ORMOND.

pickers amid the golden fruit, and the skilled landscape gardening that emblazons the walks and grounds of the hotels with brilliant tropical flowers, all unite to make Rockledge deservedly and permanently popular with winter tourists. A favorite excursion is to the beautiful estate well named Fairyland. The pineapple growing district extends from here south to Palm Beach and beyond.

The lagoons, commonly known as the INDIAN RIVER, make a continuous stretch of water scenery for more than 250 miles, and with Biscayne Bay, now united with Lake Worth, give an uninterrupted water course of 350 miles, combining more of fascinating variety and beauty than any other in the United States. These connected inland waters vary from weird and twisting narrows 100 feet in width to spreading lake-like expanses from three to six miles wide. Sometimes they look out of inlets upon the ocean, and again into the mouths of winding creeks or fresh-water rivers that break the western shore. At one point the Indian River channels separate and wind among wooded islands, making one think of the lochs of Scotland.

FORT PIERCE is noted as a winter resort much visited by sportsmen. It is in



THE SHORE AT ROCKLEDGE.



WALK AT ROCKLEDGE.



ORANGES AT ROCKLEDGE.

the pineapple district. The section is one of interest, too, because of the relics of a bygone age and a vanished people; there are Indian mounds, and the earthworks of old Fort Pierce, suggestive memorials of the days when the Seminoles were making a hopeless stand against fate. Back of Fort Pierce is the home of one branch of the Seminole Indians, and they may here often be seen trading their alligator skins, plumes and game for ammunition and supplies.

LAKE WORTH AND PALM BEACH.—Southward 300 miles from Jacksonville is Palm Beach, on Lake Worth. Here we enter the cocoanut region and the tropical paradise of Florida. Lake Worth is, like the other waters of the Indian River system, a salt-water lagoon, twenty-two miles long by an average of a mile in width, and separated from the Atlantic Ocean by a peninsula about a mile wide. Here is situated the Royal Poinciana, one of the largest hotels in the world, and royal indeed in respect both of its entirely unique surroundings and its magnificent appointments. Fronting the beautiful lake and commanding also the ocean view, it has the peculiar advantage of a lordly grove of cocoanut palms and the finest environments of tropical gardening. The magnificent hotel does not stand alone in respect of such environments; for several miles along the lake front range other beautiful and highly improved estates with similar adornments of cocoanut palms and a great variety of other tropical flora.

The climate is very greatly influenced and tempered both in winter and summer by the Gulf Stream, which passes close to the shore at this point. The normal winter temperature is about 70 to 75 degrees.

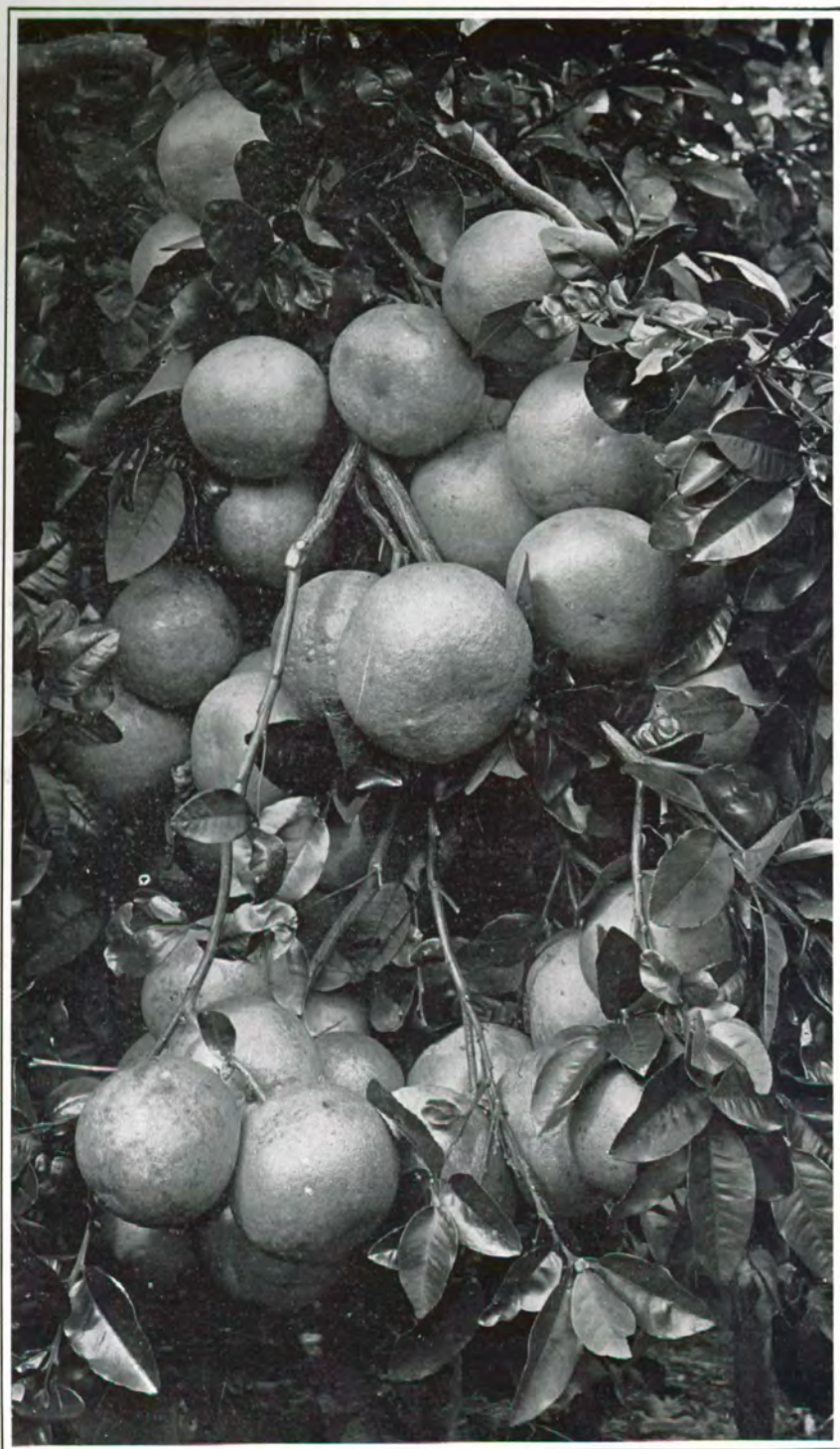


PALM BEACH, LAKE WORTH, SHOWING WHITEHALL, RESIDENCE OF MR. HENRY M. FLAGLER.

WHITEHALL, one of the stately homes of America, is appropriately in the Spanish style of architecture, the house, built around an interior court or *patio*, and having for external features the columned portico, pure white walls and red tiled roof glowing against the sky. The entrance hall, 110 feet long, with grand marble stairway and domed ceiling, opens into apartments treated in various styles of decoration and furnishing—the Library in that of the Italian Renaissance, the Salon in that of the period of Louis XVI., the ballroom, in white and gold, in the style of Louis XV., the dining room in that of Francois I.

Tropical plants and trees from all parts of the world are gathered here. Walks shaded by groves of cocoanut palms are laid out in geometrical patterns, bordered with concrete curbs, and with lawns protected by curved sea-walls of concrete and coquina on the lake front. Oleanders, hibiscus and passion flowers are in bloom. Mangoes, guavas, limes, lemons, oranges, figs, sapodillas, date palms, bananas, pineapples and early vegetables are common in all the gardens; some have strawberries ripe in January, and tomatoes in abundance in March. Rubber trees, royal poinciana, paradise, coffee, traveler's and numbers of curious trees ornament the gardens, and the gnarled, straggling arms of great live oaks, covered with knobs and bunches of two varieties of orchids and hanging moss, by weird contrast add to the beauties. Walks twenty feet wide and a half mile long, bordered with cocoanut palms, oleanders and azaleas, lead from the lake to the ocean with a steep and narrow beach, upon which with a magnificent surf the sea breaks, in color a clear, bright, ultramarine blue.

Palm Beach owes to a shipwreck the cocoanut trees which have given to it



GRAPE-FRUIT.



THE ROYAL POINCIANA FROM WHITEHALL.



IN THE ROYAL POINCIANA.

distinguishing beauty and name. Years ago the Spanish brig *Providencia*, cocoanut-laden, was cast away off this coast, and the cocoanuts were washed ashore to find growth in a congenial soil. There was quite as much romance in the coming of the date palm to Florida; from Syria the conquering Moors carried it to Spain; and from Spain the Spaniards brought it here. The sago, fan, royal and other palms have been introduced. The palms indigenous to Florida include the low saw or scrub palmetto, which covers vast areas of the State; and the cabbage palmetto, so called because of the cabbage-like growth, which is edible. There are other palms on the Keys.

On the western shore of the lake are large pineapple plantations, each year increasing in numbers and in production. Thirty miles to the west is **Lake Okeechobee**, with settlements of the Seminole Indians, of whom some notes are given on another page. Lake Worth and its vicinity, like all the southern East Coast country, has developed rapidly since the advent of the railway, which has converted it from a region secluded because difficult of access, and has put it in quick touch with the rest of the world.



THE ROYAL POINCIANA FROM LAKE WORTH.

The Royal Poinciana, here seen from Lake Worth, is the largest tourist hotel in the world. The length of the building, from the north entrance to the south entrance, is 934 feet. If the wings were stretched in one continuous line they would cover a distance equal to seven New York city blocks. The halls and corridors in the guests' portion of the hotel measure 10,600 feet, or a little more than two miles. The main dining hall covers two-thirds of an acre, and will seat over 1,600 people. The kitchen and pantries cover 17,136 square feet. The hotel contains 1,066 guest rooms and 460 private baths.

There is an army of more than 1,200 employees, and the pay roll exceeds \$1,500 per day. Twenty-five tons of coal are consumed each day. The daily cost of provisions aggregates \$2,500. Items of the daily consumption of meats are 95 turkeys, 135 legs of lamb, 100 dozen sweetbreads, 600 pounds of roast beef. A Royal Poinciana luncheon requires 120 eapons; and to meet the call for quail or squab when listed on the menu, a thousand birds are required per meal. The hotel is lighted by more than 16,000 electric lights.



WHITEHALL—RESIDENCE OF HENRY M. FLAGLER, PALM BEACH.

THE HOTEL ROYAL POINCIANA takes its name from the beautiful royal poinciana tree (*Poinciana regia*), which abounds here, and which is famed for the



THE ROYAL POINCIANA AND WHITEHALL FROM LAKE WORTH.



TEA UNDER THE PALMS.

blazing brilliance of its summer bloom. The hotel grounds are enriched with rare plants and shrubs and trees, brought hither from every quarter of the globe. Among them are specimens of the traveler's tree, pandanus or screw palm, arecas, date, royal and fishtail palms, avocado or alligator pear, sapodillo, loquat or Japanese plum, grevillea and others. The afternoon teas in the grounds of the Royal Poinciana present many animated pictures. The famous palmetto avenue, from lake to ocean, leads from the Royal Poinciana to the Breakers, a companion hotel fronting the sea, the beach pavilion with its immense swimming pool, and the fishing pier. The broad beach affords excellent surf bathing



MR. FOSTER'S INFORMATION OFFICE, PALM BEACH.



ORANGE, GRAPE FRUIT AND PALMETTO.
Photo by Kaiser.



SOCIAL EXCHANGE OF HOTEL PALM BEACH.

the year around. The Gulf Stream here comes within a mile and a half of the coast, and south bound vessels pass very close inshore to avoid the current. The lake front north and south of the Royal Poinciana grounds is lined with handsome winter homes. South of Whitehall are the Belford, Hood, Pendleton, Clarke and Roberts residences. The five rusty relics of cannon on the water front came from a Spanish wreck about twelve miles south. The two Spanish cannon from Morro Castle were brought here by Mr. C. J. Clarke, of Pittsburg. A mile north of the hotel grounds is the church of Bethesda-by-the-Sea.

Nearly all the sea fish are found in the lake, such as bluefish, spotted sea trout, cavalle, red snapper, barracuda, pompano, sawfish, mullet and redbfish, or channel bass. Tarpon are not found here, although they are caught north and south of this point. The principal fishing is outside the inlet for kingfish, of which enormous catches are recorded. The kingfish is very game, and the fishing, with its surroundings, is a favorite amusement. There are numerous boats, with experienced men to handle them, and having thorough knowledge of the grounds.

South of Palm Beach the railroad runs through fruit and vegetable districts, where the pineapple and tomato fields appear interminable. At Fort Lauderdale we are on the edge of the Everglades. This is a trading post of the Seminole



MIAMI FROM HOTEL ROYAL PALM.

Indians, and bare-legged individuals of the tribe may usually be seen from the car windows. The Seminoles will be found also at Miami.

Thirty-nine miles south of Palm Beach, on Biscayne Bay, is MIAMI, the magic city, as its citizens call it, not without reason. Its growth has been like that of a western mushroom town, but the development is of the most substantial and permanent character. Miami is thoroughly modern and up to date, with fine streets, well-stocked business establishments, handsome residences, costly public buildings, banks, churches, schools, mills and factories, a constantly enlarging variety of industries and important and growing trade interests.



LONG KEY VIADUCT. ON THE EXTENSION. 10,444.65 FEET BETWEEN ABUTMENTS.



OLD FORT DALLAS.

Copyright, 1904, by the Rotograph Co.

The Miami River, which is the principal eastern drainage stream of the Everglades, at a point four miles from Fort Dallas, narrowing in its bed and rushing in tumbling, swirling, foaming rapids over coral rock, presents a genuine novelty in this land of smooth-flowing waters. Arch Creek, another outlet of the Everglades, takes its name from an arch of coral. Boating, sailing and fishing are favorite amusements at Miami, and there is maintained a large fleet of launches and dories for the winter season. Sailing and fishing excursions are made to Soldier Key, fifteen miles, south of Cape Florida; Norris Cut, Fowey Rock, twelve miles; Arch Creek, five hours; the House of Refuge, seven miles; Cape Florida Light, up the Miami River, and to other points. Excellent roads have been built to Coconut Grove and beyond to the south, and north and west through the native woods and amid fruit groves and vegetable farms.



SEMINOLES OF THE EVERGLADES.



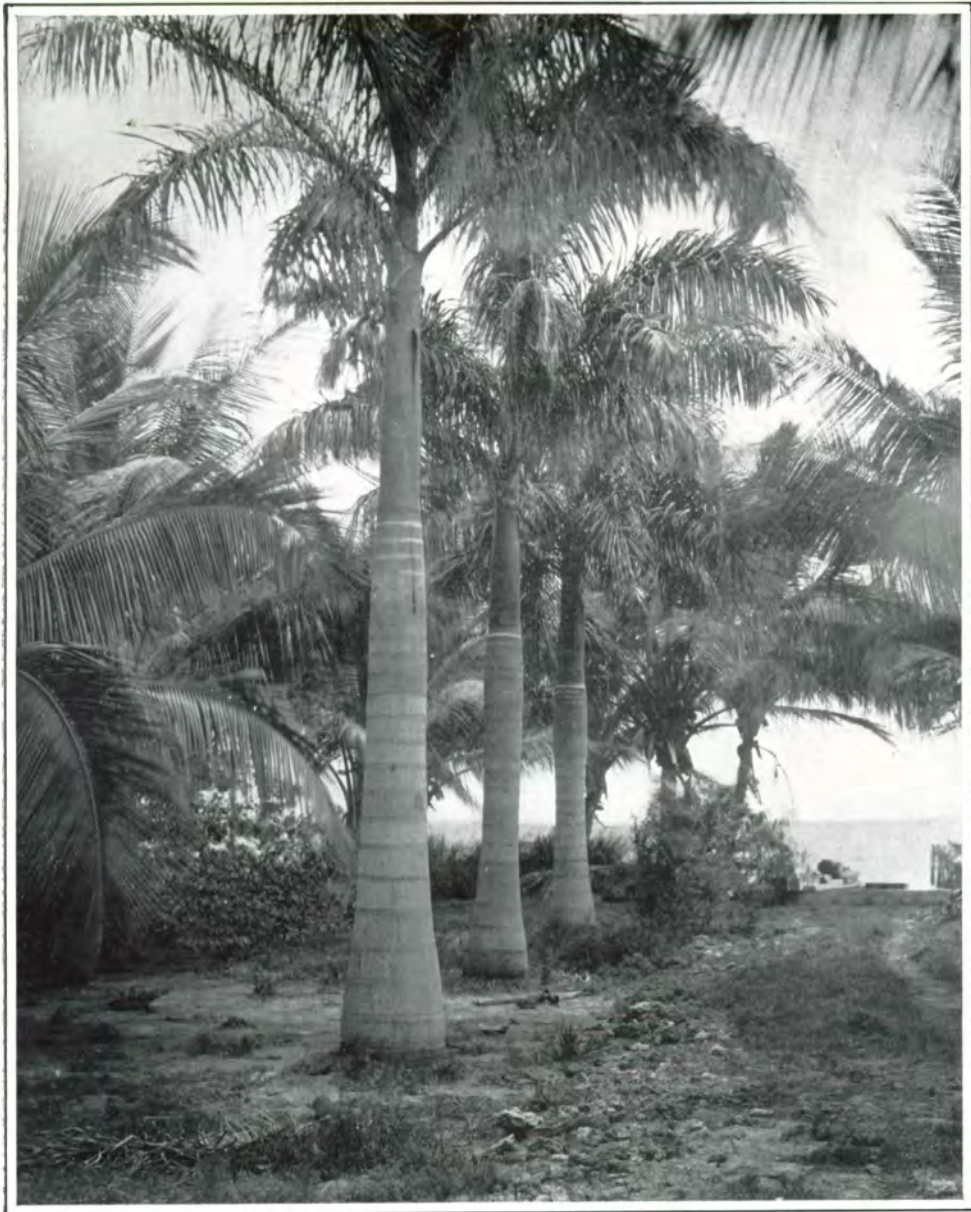
GARDENS OF THE ROYAL PALM AT MIAMI OVERLOOKING BISCAYNE BAY.



A BIT OF PINEAPPLE FIELD.

BAY BISCAYNE is a lagoon sheltered from the Atlantic by numerous keys and coral islands; it is forty miles in length and from five to ten miles wide, with a prevailing depth of from six to ten feet; the shores are lined with palms and mangroves, and a profusion and variety of tropical growth; the blue water is of remarkable clearness. These elements unite to make the bay one of the most beautiful cruising grounds in the world; and many yachts have their winter rendezvous here. On the west shore, at Coconut Grove, embowered amid cocoanuts and royal palms, is the club house of the Bay Biscayne Yacht Club, whose pennant bears the legend, "25 Degrees North Lat. B. B. Y. C." The water of the bay is of such crystal clearness that it reveals, even to great depths, the wealth of vegetable and animal life everywhere present. This submarine life is a never-failing attraction; there are portions of Bay Biscayne, notably the Turtle Harbor, which rival the far-famed sea gardens of Nassau.

PINEAPPLE growing was a Florida industry in the forties; but only within recent years has it assumed commercial importance. The pineapple is a species of air-plant, and belongs to the same family as the tillandsia or "Spanish moss." The mature plant is 2½ feet in height, with a spread of 2 feet across; the fruit is borne on a stalk in the center. Each plant produces one pine in a season. Pineapples are grown from suckers, slips or the crowns of the pines; they are set out in midsummer.



ROYAL PALMS—BAY BISCAYNE.

THE SEMINOLE INDIANS are seen at various points on the East Coast from Fort Pierce south to Biscayne Bay. They are the survivors in Florida of a tribe which once engaged the anxious attention of the entire country. In 1835 disputes over the boundaries of the Indian reservation and quarrels over fugitive slaves, which the Seminoles were accused of harboring, led to the Seminole War—the most costly and disastrous of the minor wars of the United States. At the end of seven years, in 1842, the Indians were subdued, captured and transported to the reservation assigned them, where the remnant yet remain in the Indian Territory. A portion of the tribe evaded deportation and betook themselves to this Southern country. They hid in the wilderness Everglades and still remain in tacit rebellion, and regard the white man with suspicious enmity. While one nation, they are divided into three tribes—the Big Cypress, Cow Creek and Miamis. The Big Cypress Indians live in the vicinity of Fort Myers, between Caloosahatchee River and the Gulf of Mexico; the Miamis live back of Miami, on Biscayne Bay; and the Cow Creeks are situated back of Fort Pierce and the St. Lucie River, which empties into the Indian River. They have no reservation, no land has ever been assigned them by the Government. Their dwellings are palmetto huts and framed houses; they have horses, dogs, pigs and cattle; and raise corn, sweet potatoes and other vegetables. Flour or starch made from the coontie or wild cassava has always been a staple article of food. The Florida Indians have cultivated the soil from primitive days; note the corn and other vegetables in the



DR. JIMMIE TUSTANOGEE WITH HIS TWO WIVES AND THE CHILDREN.

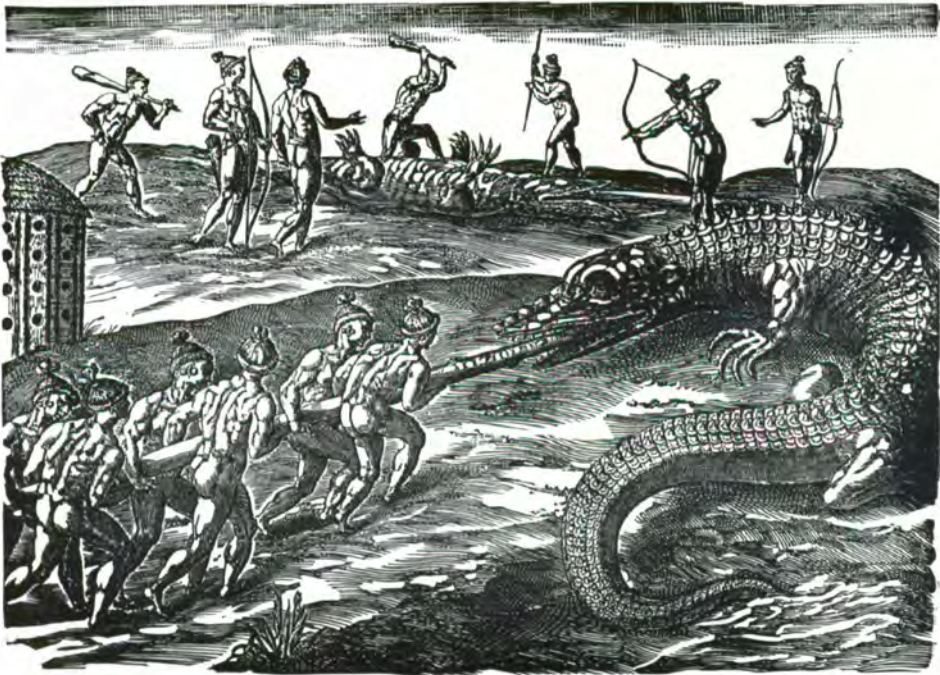


ANCIENT FLORIDA INDIAN COSTUME.
From a drawing by Le Moyne in 1563.

drawings of Le Moyne, who came to Florida with the French expedition of 1563.

The dress of the men consists of a turban of folded shawls or handkerchiefs and decorated with a plume, a calico shirt, usually of many colors, with a kerchief or cravat about the neck; and, on occasion, leggins and moccasins of tanned deer-skin. The scalp-lock is carefully protected. The Florida Indian's fashion in head gear has not changed in

general character in centuries. Compare the turban of the Seminole of to-day with Osceola's in 1838 (page 25), and again with that of the chief Satourioua in 1563. The women wear their hair cut short in front and coiled behind. Their dress is a long skirt with short waist or jacket. The jacket is decorated with silver or gold coins pounded thin and cut into various shapes. About the neck



INDIAN MODE OF HUNTING ALLIGATORS IN FLORIDA.
From Le Moyne's Narrative of the French Expedition in 1563.

of the new-born girl is placed a necklace of beads; others are added as she grows older, until the mature woman is fairly burdened beneath the weight of her necklaces; and then with the coming of old age they are gradually discarded. The women are skillful with the needle; some have sewing machines.

The Indian canoe is a dugout of cypress; it is propelled by sail or push-pole. In these craft the hunters go to sea to harpoon manatee. The Seminole depends largely upon the chase; he is equipped with the latest models of Winchester arms and is an expert shot. These Indians shoot from hip or elbow without sighting.



FLORIDA INDIANS CARRYING THEIR CROPS TO THE STOREHOUSES.

From a drawing by the French artist Le Moyne in 1567.

There were brought in to Fort Lauderdale in a recent year, by the Seminoles, for barter, 5,000 alligator skins; the number killed by the Indians in the State that year probably exceeded 7,000.

Once a year, in the last of June or the first of July, the people gather from far and near for the Green Corn Dance, an anniversary which has been observed from time immemorial. It is a time of coming to judgment, and the infliction of punishments, of feasting and making merry. At this time also the marriages take place. The custom followed is one of those survivals common among savage races of the old days when wives were taken by capture; the girl runs over a certain marked out course, and the man pursues; if he overtakes her—and whether he does or not depends altogether upon whether she wishes him to—they live happy ever after.

PICTURESQUE NASSAU.

THE passage across the Gulf Stream to the "Isles of June" is in effect but a slight extension of the Florida tour. From Miami to Nassau the distance is only 145 miles—a short excursion, which may hardly be said to involve going to sea.

For the tourist Nassau has many attractions; its climate is peculiarly grateful to the fugitive from the rigors and sudden changes of the Northern winter and spring. Basking in floods of perpetual sunshine and swept by soft ocean breezes, the Bahamas enjoy a temperature which is remarkably equable; from October to June the mercury ranges from 65 to 80 degrees; official records show for January 70 degrees, February 71 degrees, March 72 degrees, and April 75 degrees. This is a summer land, though the calendar marks the winter season; and the whole aspect of the island is of summer and summer life. The houses are built with generous piazzas and latticed verandas, and are embowered amid roses, jasmines and oleanders. Orange, lemon and lime are everywhere. Slender



CHARLOTTE STREET.



THE NASSAU MARKET.

palms uplift their plumes against the sky. Here we are in the tropics, but the tropics tempered by the gratefully invigorating influences of the sea.

Nassau is the capital of the Bahamas. The Governor, who is appointed by the Crown, resides here. The population numbers 15,000, of whom four-fifths are colored. The city is admirably governed; the white residents are for the most part descendants of English colonial families; there is here that spirit of hospitality which is never wanting in countries where the doors always stand open. The island is of coral formation. The native rock is an admirable road-building material; the roads of New Providence are noted for their excellence, and driving and wheeling are favorite amusements. One may visit the palm groves and make test of the milk fresh from the cocoanut; prove the excellence of the Bahama pineapples, newly picked from the stem; or inspect the plantations of sisal hemp, which looks like the century plant.

The water excursions include a visit to the Sea Gardens, a point in the channel where the bottom is covered with fan-leaf coral of many vivid hues, amid which swim fishes of graceful form and brilliant colors. Rowboats are provided with glass plates in the bottom, through which the marine life may be studied. Night excursions are made to the "Lake of Fire." This is an artificial pond



FORT FINCASTLE OR SHIP FORT.

which was built as a storage reservoir for live fish and green turtles, and which has become phosphorescent in an extraordinary degree.

The island is of coral formation, and one peculiarity to attract attention is the prevailing absence of soil and the astonishing way the trees grow from the rock—or, for that matter, on the top of a wall. There are no running streams, no wild animals except hares, and of snakes only the innocent and harmless chicken-snake.

Life in Nassau is for the most part repose and light-hearted, care-free indolence. The principal industries of the Bahamas are sponging and wrecking. In old days the place was a secure stronghold of the famous pirate Black-Beard, legends of whose escapades, exploits and ferocity still linger about the island. During our Civil War Nassau was headquarters of the blockade runners, who sailed from here to run the blockades of Confederate ports; there were three hundred such entries and departures in a single year. In those times cotton was king, and the value of Nassau imports and exports amounted in one year to fifty millions of dollars.



THE QUEEN'S STAIRCASE.

The feature of Nassau which is most pleasing is the wonderfully brilliant coloring of the sea, in shades of green and pink, purple and blue, in all the rich tones and combinations and changing effects of the sky and clouds at sunset. The coloring is due in part to the character of the bottom; a sand bottom gives the light color, and stretches of vegetable growth cause the dark shading. The sheltered harbor, the shining beaches of outlying keys, with the vivid green of their verdure, and the deepening tones of the sea, blending in the distance with the sky, so that one may not determine where the sea ends and the sky begins—all this, as the sun lowers in the west, affords an entrancing scene, to look upon which is the rarest pleasure in Nassau and the best remembered picture of a holiday in the Bahamas.

The Queen's Staircase is a series of steps cut in the side of an old stone quarry and leading up from the street below to the height on which stands Fort Fincastle. The fort, built in 1789, is now a ruin. Its resemblance to a vessel has given it the name of Ship Fort, and the likeness is enhanced by the flags on the staff which signal the sighting of ships at sea. Fort Charlotte, a massive fortification



CEIBA OR SILK COTTON TREE.

hewn out of the solid rock, on the hill west of the town, also serves as a signal station to report to the town the movements of shipping. The fort, completed in 1788, was named after Queen Charlotte. An obelisk on the hill near the fort is a mark for pilots entering the harbor. On the esplanade at the foot of the hill a modest monument commemorates the heroism of five men who in 1861 lost their lives "whilst gallantly volunteering their services in the effort to save two men belonging to the pilot boat which had been upset by a heavy sea." A third fortification is Fort Montague, on the shore at the eastern entrance to the harbor; like the others, it is in ruin; and the old cannon have no story to tell of valiant defense against a Spanish foe.

Among the novel forms of vegetation which interest the visitor the most remarkable is the ancient ceiba or silk cotton tree near the public buildings, whose immense buttresses are shown in our illustration. Close by is a grove of the royal poinciana. Another tree to attract notice is the whistling bean, named from the sound produced by the wind blowing upon its seed pods; it is also called "old woman's tongue" because it is never quiet. The small boys importune the stranger to buy the "sand box bean," a seed pod which takes its name from the old ink sanding box, which it resembles.

THE INDIAN RIVER TOUR.

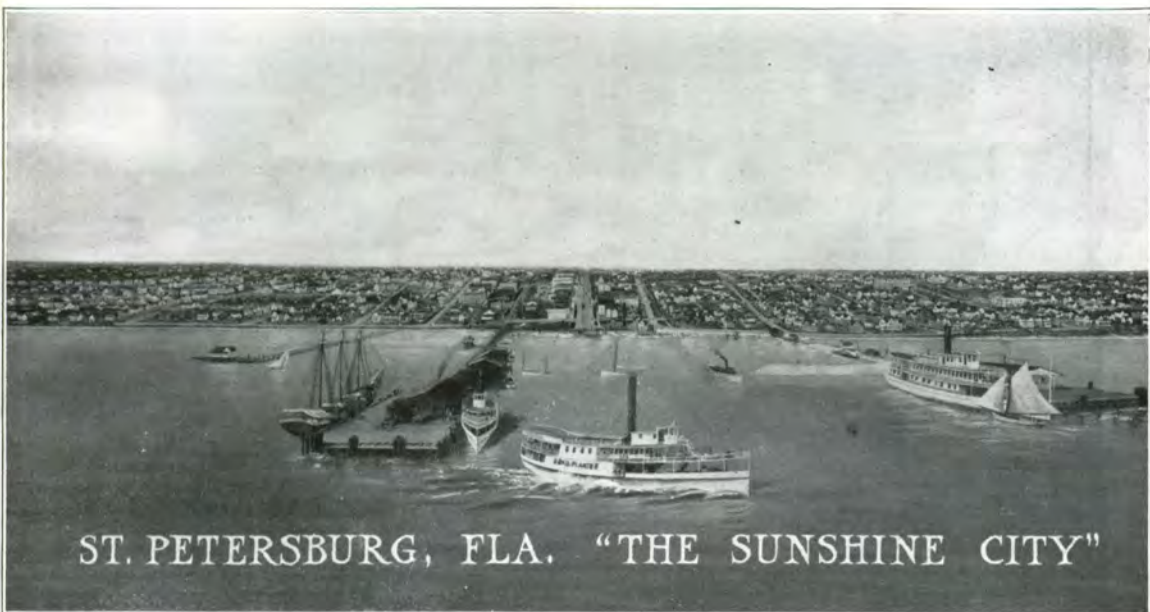
THE map of Florida shows a succession of rivers and lagoons running parallel with the sea and extending from a point north of St. Augustine southward 300 miles and more to Miami. By the completion of the East Coast Canal, which consumed more than a quarter of a century in the building and cost nearly \$2,000,000, all of these natural waterways, from the St. Johns River to Bay Biscayne, have been connected by navigable channels, and opened to commerce. In particular are these sheltered courses favorable for pleasure travel; and they contribute in a very substantial and generous way to the enjoyment of the winter sojourner here. The construction of the canal has added immeasurably to the resources of Florida as the accepted winter playground of the United States. The Indian River, as the region is comprehensively termed, has the attraction of diversified scenery novel to Northern eyes, affords excellent fishing and shooting, and offers inexhaustible opportunities for boating, cruising, camping and idling. The waters are opened to the tourist, from Jacksonville to Miami by steamboat, specially constructed for the service, and running on a schedule so arranged as to afford the fullest enjoyment of the unique excursion.

From Matanzas Bay, as the boat heads south, one has a pleasing view of St. Augustine with its graceful towers and pinnacles; and the vivid greens of the opposite shore combine with the glistening snow-white sand dunes of the North Beach to make a picture typical of the marine view for hundreds of miles to the south. Following the reaches of the Matanzas, separated from the Atlantic by Anastasia Island, we come to Matanzas Inlet, where stands sentinel the ruin of the old Spanish fort, keeping watch and ward over this southern sea approach to St. Augustine. Beyond the inlet is the little hamlet of Summer Haven, a bathing and fishing resort. From here the course is through a district of old time plantation sites, with alternating dense forest growth and wide expanding

marsh, into the Halifax River. We soon come to Ormond, Daytona and Seabreeze—a section of fine homes and tourist hotels.

Beyond Daytona the course is through a multitude of little islands, past Ponce Park, close by the Mosquito Inlet Light, to New Smyrna, where the ruins of substantial coquina buildings attest the enterprise of the Turnbull Minorcan régime. From New Smyrna the boat follows a tortuous course through the islands of the Hillsboro, past Turtle Mound, one of those mysterious monuments of prehistoric times, into the wide expanse of Mosquito Lagoon, the resort of vast multitudes of wildfowl.

From the lagoon the boat enters the Haulover canal, a section retaining the former name of this stretch of land, across which, before the canal was dug, small boats were hauled by team from the Mosquito into the headwaters of the Indian River. At Titusville, a thriving town, center of important fishing industries, the Indian River expands into a wide sound. Indianola and Merritt's are passed on the left, and then is seen the long extent of abrupt coquina ledge which gives name to Rockledge. Here are miles and miles of orange groves. Opposite Rockledge is Merritt's Island, high cultivated, and famous for its citrus fruit. There is abundant to attract attention all the way, and interest never flags. Beyond Eau Gallie the shores draw together until the boat enters Indian River Narrows. In the distance may be seen Pelican Island, a bird refuge under the protection of the National Government, where many hundreds of these great wildfowl congregate for the night. Fort Pierce and St. Lucie are well known resorts for sportsmen and anglers; it was at St. Lucie that Senator Quay made his great tarpon records. Threading the devious channels of Jupiter Narrows the boat emerges into Hobe Sound, a sheet of water which has a reputation in yachting circles, and is much favored by fishermen and shooters; and then, passing Jupiter Light, makes its way through Jupiter Cut into Lake Worth, and to Palm Beach.



"Paris is France," it is said, and it used to be that the tourist, having visited Jacksonville or St. Augustine, would say complacently, in the same manner, "I have seen Florida." But nowadays it is realized that a State with such an area and length of coast line as Florida possesses must embrace within its limits considerable variety in scenery, climate and productions, and all its sections are now receiving their due notice.

On the west coast of Florida, between Tampa Bay and the Gulf of Mexico, is the Pinellas Peninsula, over thirty miles in length, and, climatically, the most favored section of the State. Traveling south from Jacksonville, 280 miles by the route of the Atlantic Coast Line Railway, you come to St. Petersburg, the jumping-off place of the peninsula—

"To where the blue of heaven on bluer waves shuts down."

The little town of nearly 6,000 souls, called by courtesy the "City of St. Petersburg," is charmingly situated on a slope rising gently from Tampa Bay with a lovely curved shore line and miles

of magnificent water view. The visitor, finding such a bright, sunny, beautiful little city, cannot fail to be favorably impressed. The cheerful, friendly people, the shining cleanliness everywhere, and the air of life and business make it a city of delightful surprises to one who has been accustomed to think of Southern towns as dull, sleepy places, owing all their beauty to natural environment.

Here are found none of the picturesque ruins that invite pilgrimages to the East Coast of the State. There are no traces of former Spanish settlement, although Tampa Bay was the scene of De Soto's dramatic entry into a new and untried world. The sole relic of an earlier settlement is the "Shell Mound," within the city limits—a monument to the by-gone race of mound builders who lived here happily before the Spaniard came. We may say "happily" advisedly, for the mound—the only one of several in its vicinity that has been preserved—is built entirely of huge oyster shells, the remains of many a juicy feast of those ancient gourmets.

If there are—and there must be—some old houses, they are so dressed up in fresh paint that you do not recognize them. However, if



SHELL MOUND.

evidences of former or present decay are lacking, fortunately, one needs not to live upon the ancient or the picturesque alone; most people, especially those coming from cold, inhospitable regions, are well content with the "creature comforts" of excellent sanitation, the good and abundant food furnished by sea and grove and garden, and the genial warmth of this kindly clime.

The growth of St. Petersburg has been steady, with never a setback. Little more than a fishing village twenty years ago, in 1900 the population was over 1,500, and is now considerably over 5,000. By the last census its increase in population for the ten years past was given at 168 per cent. It is rapidly becoming a city of winter homes. Many Northern people who visit the place merely as tourists are so charmed with the delightful climate that they purchase or build handsome residences, in which they live from three to seven months during the year. Many others decide to live here the year round, finding the summer weather not only endurable, but actually cooler and more enjoyable than that of inland sections of the North.

From November to March tourists flock here by thousands, and many remain until May. Those who were in St. Petersburg on the Sabbath that ushered in the year 1911, which was a typical winter day, will recall this picture—men, women and children walking abroad in summer attire; old Winter's gates close-barred;

a delicious temperature of Indian summer, joined to the life and freshness of early spring; songs of mockingbirds and breezes full of the perfume of jessamine and orange blossoms; and a sky of pure azure meeting a smiling sea.

The St. Petersburg's salutation to the stranger is not like the egotistic one of the Neapolitans, who used to exclaim, "See Naples and die," but it is, "Come to St. Petersburg—and live!" It must not be supposed that this sweet climate, with its "wealth of sunshine and ba'my airs," is enervating, or that it disposes to inactivity of mind or body. To see the animation and briskness that characterize the residents will permanently banish such an idea. It is true that only comparatively recently have the tonic virtues of the air of this Pinellas Peninsula become widely known, but now scores and hundreds of people are coming here to restore health and prolong their lives. Perhaps no other class of sufferers receives such marked and immediate relief as those afflicted with asthma or its kindred troubles. For the nervous, debilitated and "broken-down" the atmosphere is both sedative and exhilarant.

St. Petersburg is called "The Sunshine City," because a day when the sun does not shine here is rare indeed. The St. Petersburg (daily) Independent, which for more than a year has made—and fulfilled—the unique offer to give away its entire edition on every such day, announced October 14, 1911, that it must make good its offer on that date, but that this was only the fifth day in over a year that it had been called upon to do so.



CENTRAL AVENUE.

By no means are all the visitors here invalids or worn-out people. Numbers come purely for pleasure and the attractions of boating, bathing and fishing unexcelled. St. Petersburg has the advantage of the still water of the bay just at its front door, for those who prefer this kind of bathing, and the finest of surf bathing on the Gulf shore of Pass-a-Grille, a picturesque island resort an hour distant by trolley and boat line.

The landlocked waters afford a good haven, and scores of sail boats, launches and motor

Second to no sport in the world—not even the Pacific coast tuna fishing—is the tarpon fishing off these keys, the season for which lasts from March or April through July, and which attracts amateur fishermen from far and near. Besides the great tarpon or "silver king," other gamy fish, such as mackerel and kingfish abound, and there are scores of others, embracing almost every variety of edible salt water fish, together with sharks and jewfish. Crowds of people may be seen fishing from the long piers at St. Peters-



A PRETTY SPOT.

boats for fishing and cruising add the touch of life and motion to the beautiful scene of blue water, green shore and fleecy cloud-flecked sky. Large steamers make several daily trips to Tampa, on the other side of the bay and South Florida's largest city, to the famous Manatee fruit and vegetable country and to the keys on the outer coast. At the entrance of the magnificent bay, fortifying and guarding it so that no intruding ship could enter but under a fierce fire, stand, like twin sentinels, the Government forts Dade and DeSoto. These are well worth a visit, even to one not interested in military matters. On Egmont key is the Government lighthouse and quarantine station.

burg at almost any season, and boats are in demand to convey parties out several miles to where deep-sea fishing is good. The shipping of fish to northern markets is an important local industry.

To many visitors there is no more delightful way of spending a day than a ride by buggy, automobile or trolley through the country, pausing at farms smiling with crops of succulent vegetables and berries, or passing by groves of orange and grape fruit trees, sometimes laden with snowy bloom and golden fruit at the same time. For the person who has not yet eaten a Florida grape fruit, plucked by himself from its glossy green bough, there are still possibilities

of purest joy. The familiar oaks and pines are seen everywhere, but palms and magnolias and beautiful tropical fruit trees, such as the mango and avocado pear, arrest the eye of the tourist.

Considering that a few years ago it had not a single paved street, St. Petersburg has made great progress in such improvements. The streets are clean and wide, and each one looking east gives a fair vista, opening upon a superb view of the bay. Of the forty miles of streets within the city limits more than one-third are hard surfaced, ten miles being paved with vitrified brick. There are sixty miles of good cement sidewalks in town, and property holders outside are laying walks. The streets and alleys are notably free from garbage and disfiguring objects of all kinds. Thirteen miles of water main convey pure water to almost every section. The sewerage system is excellent. Paving, sewerage and water supply are being extended in all directions, so that by the end of the year 1911 the number and amount of these improvements will have been very materially increased.

While much attention has been given to the homely, necessary problems of sanitation, water supply and the like, St. Petersburg is now beginning to "dress up" and to take a great deal of pride in her front yard. There are several pretty parks—one, just the compass of a city square, in the center of town, being especially well kept and attractive. Some of the newly paved streets have parked strips running through the middle. Perhaps nothing will immediately enhance the beauty of the surroundings more than the water front improvements now in progress. The work of dredging a yacht basin is partially completed; a breakwater for the harbor is being constructed and work upon a re-

inforced sea wall is under way. A promenade 1,500 feet along a portion of the water front, with twenty-foot wide cement walk, is being built, and trees and shrubs will be set its entire length, while on the water side the ground will be terraced and set in grass. At Bayboro, on the south side of town, is a harbor where larger vessels may enter, and further dredging of the channel is going on.

Space will not permit of much being said of St. Petersburg's mercantile establishments and business houses of all kinds. Its stores will average higher in stock, equipment and buildings than those of many a city ten times its size. It seems somewhat surprising that with all its popularity, St. Petersburg does not yet boast one of the huge, super-elegant and correspondingly expensive fashionable hotels that are found at some Florida resorts; however, it has scores of comfortable, well-appointed hotels and boarding houses and rooming houses in all parts of town. Any one of the three banks, in conduct and volume of business, will compare very favorably with those of much larger cities. Electric light, trolley and telephone service have been established a number of years.

The line of electric railway that connects St. Petersburg with Boca Ceiga Bay, seven miles to the west and on the way to the Gulf of Mexico, has been the means of greatly developing the country outside. On its route are seen beautiful orange and grape fruit groves and small farms with many attractive homes. Gulfport is a thriving little village on this line. The trolley is also being extended several miles to the north.

Not the least of the town's attractions to the stranger lies in its pretty homes, many with well cultivated lawns and gardens and shade trees.



PASS-A-GRILLE—GULF HEAD.



A BIT OF MAIN STREET.

St. Petersburg can scarcely be called a typical southern town, except in respect of natural environment. The residents are from every State in the Union and from other countries beside. The mixture has proven good, however, from a social standpoint. The majority of the people are those of moderate means, and no one is abjectly poor. Strangers remark the friendly treatment accorded them on every hand.

The churches of all denominations are well attended. During the past year seven congregations have found it necessary either to enlarge or rebuild their churches.

The system of public schools ranks high in the estimation of every prominent educator in the State. With a faculty of thirty teachers and an enrollment of more than 1,000 pupils, every department, from kindergarten to high school, is most complete. The schools have an annual celebration on Washington's Birthday, when thousands of visitors witness the costume parade and exercises

of the school children. A new building for the high school has just been erected at a cost of \$30,000.

Lodges abound, nearly all of the more important secret societies being represented.

The annual spring Chautauqua, with its fine program, holds many tourists beyond their accustomed time of leave taking, and there are frequent concerts, shows and lectures.

The spirit of the people is perhaps by no one thing better shown than by the Samaritan Hospital, a free institution, maintained by private subscriptions, with only modest building and equipment, but with a long, bright record of suffering and need relieved.

There is an annual appropriation by the city for maintenance of a free reading room and also for advertising purposes. A Board of Trade has for years been active in promoting the various interests of the town.

While its founders may not have realized, and



HIGH SCHOOL.

while its promoters have not emphasized, the importance of St. Petersburg's commercial situation, it is apparent even to the casual observer that soil, climate and especially geographical position have conspired to bestow upon it conditions which should make it not only a most popular health and pleasure resort, but a city of commanding industrial and commercial prospects. With its energetic, hopeful citizens, its many natural advantages, its splendid harbor and its nearness to the Panama Canal—that great artery to throb with the rich and varied commerce of nations—every indication points to a future bright with promise of material prosperity.

Here commercial expansion and growth will more and more engage attention, and the sober, shrewdly calculating builders of the city are

keenly alive to every factor which will make for its progress; but of all these they realize that the greatest is its golden climate. So long as from coast to coast and from border to border of this great nation its people shall find the need of escape from the rigors and hardships of icy winters, the nervous tension of high-pressure city life, or the urging whip of incipient disease, so long will there be the trekking of a host to our wonderful Florida, with its health-giving airs and glorious sunshine. And of all Florida no other section possesses so nearly perfect a climate as the Pinellas Peninsula, cradled and sheltered by its lovely gulf and bay.

In this beautiful setting St. Petersburg rests, the pride of its own people, and a delightful memory to every traveler who has seen its sunny shores and breathed its genial air.



WHERE FISHING IS ALWAYS GOOD.

THE STANDARD GUIDE.

ESPANOLA.

Rich black dirt is a valuable asset anywhere under the sun. When it can be found in climatic conditions which allow it to produce three profit-paying crops in one year, it is doubly valuable. When, added to this, it enjoys unusual nearness to the great consuming markets and combined water and rail transportation, it would be difficult to set a limit to its value. The south portion of St. John County, Florida, enjoys a combination of all these desirable qualities.

Along the line of the Florida East Coast Railway are to be found thriving new towns surrounded by broad acres and fine homes. These are points where the turpentine and lumber interests have had their day and in recent years the land has been sold to settlers. The last and one of the best of these points is Espanola.

A portion of the large tract of land lying north and east of the station was freed from turpentine leases one year ago, and the remainder in the last months of 1912. Through the energetic work of the Florida Farms Company, this tract is now opening up—settlers are occupying their new homes, or are building same, roads are being constructed and the land is beginning to blossom like the proverbial rose.

The soil is a dark sandy loam, on which are to be found some trees, left after the lumber

and turpentine operations were completed. The land drains readily. A portion drains west toward the St. John River, but the larger part drains east toward the Atlantic Ocean.

The tract comprises 21,600 acres, the center of which is seven miles from the sea coast. The west boundary is only fourteen miles from the St. John River. This river is navigable, and daily lines of steamers ply its waters.

Two and a half miles east of the Espanola lands, is the East Coast Canal, constructed by the Government, on the waters of which steamers carry commerce between Jacksonville and Miami, Florida.

Espanola is sixty-five miles south of Jacksonville and only twenty miles south of St. Augustine. Within twenty-three miles of Espanola are ninety-two hotels which demand vast quantities of garden, poultry and dairy products.

There are ample provisions in the way of school and church facilities, and the settlers on the Espanola tract do not find themselves cut off from communication with the conveniences of modern improvements.

A fine community is rapidly building up, made up of progressive farmers from the North, who are developing their 40- to 320-acre farms.

Irish potatoes are among the chief crops of this region and the average grower expects a



THE POTATO HARVEST AT ESPANOLA.

THE STANDARD GUIDE.

yield that will bring him \$250 to \$400 per acre. This country shipped 2,000 carloads of Irish potatoes in 1912.

Sweet potatoes, corn, or upland rice constitute favorite second crops. Sweet potatoes make as good money as Irish potatoes, while the upland rice is good for \$60 to \$100 per acre. Corn yields are surprisingly large. These crops are usually followed by a third crop in

the form of cow peas or velvet beans or hay.

The accompanying picture, an actual photograph of harvest time in a potato field in John County, about the first of April, was furnished by the courtesy of the Florida Farm Company, 920-921 Commerce Building, Kansas City, Mo., who are developing the Espanola tract.

FISHING AMONG THE FLORIDA KEYS

A. St. J. Newberry in Forest and Stream.

FROM Miami to Key West and beyond extends a shallow sea dotted with small and large islets. Toward the north and west these are little but mud, mangroves and mosquitoes, but toward the west and south they often show white beaches of coral sand and sometimes a little soil capable of cultivation, while cocoanut palms are not infrequent. The belt of islets is ten to forty miles in width, and around the inner ones stretch wide sounds of shallow water and broad flats of sand or mud barely covered by the tide. Between the outer keys are frequent channels called creeks, through which the tide ebbs and flows, and beyond the outer line on the east coast is a belt of shoal water from three to five miles wide extending to the Florida Reef, from which the bottom plunges downward rapidly to the channel of the great Gulf Stream. On the West Coast the water is shoal all through the Bay of Florida, deepening gradually toward the Gulf of Mexico. The whole region naturally divides itself into two districts, the East Coast and West Coast, as they are commonly distinguished, the territory between the keys being rather similar to and generally included with the latter. These two districts differ considerably in the character of their waters, and the inhabitants thereof, the East Coast being washed by water of crystal clearness, peopled by the Spanish mackerel, kingfish, barracuda, amberjacks, and others that rarely appear on the western shore, while the waters of the

West Coast are more cloudy, and inhabited by the great rays, the sawfish, the sheepshead and the drums, gray and red. The tarpon frequents both coasts, but appears earlier and is, I think, more numerous on the west side, while sharks are common everywhere.

The eastern fish and fishing have been most fully and carefully described by Mr. W. H. Gregg in his admirable work, "When, Where and How to Catch Fish on the East Coast of Florida," and Mr. Chas. F. Holder, in his fascinating volume, "The Big Game Fishes of the United States," has written more exhaustively and lovingly of the principal tenants of both districts. Anyone contemplating a fishing trip to Florida will find these two books give abundant information as well as the keenest pleasure.

To get the best results the northern fisherman might leave Miami about the middle of February, spend two weeks on the East Coast, and reach Marco or Punta Rassa about March 1, by which time he ought to find plenty of tarpon. Doing this he is not likely to meet with many "northers," which put an end to all fishing while they blow, and still will be early enough to escape any great heat and the worst of the flies, which last are present in places favorable for them at all seasons, but are not very bad until spring, when the West Coast is said to be almost intolerable, and even the more favored East is not free from the scourge.

DE LAND.

DELAND has an ideal site in the high, rolling pine country on an elevation some fifty feet above the St. Johns River, which lies five miles to the west. Twenty-five miles to the east is the Atlantic ocean, and the city is about 150 miles from the northern border of the State. Its high location, remote from large bodies of standing water, makes it unusually free from insect pests and malarial conditions, and gives it the benefit of the ocean breezes which sweep across the peninsula of Florida during the entire year, making the summers remarkably comfortable. The city is reached from Jacksonville direct by the Atlantic Coast Line; or one may take the Clyde St. Johns River steamers to De Land Landing, thence by auto five miles over an excellent road. The route via the Florida East Coast Railway is to Orange City, where auto connection is made for a pleasant run of six miles. An excellent auto roadway connects DeLand and Daytona.

The very first thing that attracts the eye and the favorable consideration of the newcomer to DeLand is the beauty of her avenues. At the time the city was laid out, the various streets were planted and trees planted, and so to-day large oaks line nearly every street in the place, forming evergreen arches under which roadways and sidewalks run. There are many miles of

paved streets and concrete sidewalks; and hard surfaced roadways lead from the more important points in the county.

The city is thoroughly modern and up to date in municipal equipment; it has an abundant supply of pure and wholesome artesian water; electric plant for street and house lighting; volunteer fire department; septic tank storage system; ice factory, and well stocked markets and stores, including the largest department store south of Jacksonville. DeLand is pre-eminently a city of comfortable home living. On every hand are attractive dwellings set amid beautiful grounds. There are seven churches; an opera house, and public school system the equal of any in the country, comprising grammar school of eight grades, and high school. Most of the fraternal organizations have lodges here, and there are literary, musical and social clubs and leagues. Shooting, fishing and boating, motoring and driving are among the outdoor amusements.

Volusia County is noted for its forests of long leaf yellow pine, and the lumber and turpentine interests of this section have assumed large proportions. The high rolling pine land and the rich hammock lands found around De Land have proved to be especially adapted to the growing of citrus fruits. Orange growing has been an important business in this section



A STREET IN DELAND.

THE STANDARD GUIDE.



ONE OF THE BUILDINGS OF THE JOHN B. STETSON UNIVERSITY.

for many years, and DeLand is one of the principal orange shipping centers of the State. There are many beautiful and profitable groves in this vicinity. The business of orange growing is an attractive one, and many of those who are making their homes here are engaging in it. The growing of grape fruit, because of the superiority of the Florida product, promises to rival the great orange business in importance.

The pine land has also been found to be adapted to the growing of peaches, and this county leads all the counties of the State in the production of this fruit. Because Florida peaches are the first to reach the Northern markets, good prices are assured. Peaches begin to bear the second year after planting. Pecan growing promises to become an important business in a few years. A bearing orchard of improved varieties is very profitable. Truck gardening is a business of comparatively recent development. The fact that vegetables can be grown here throughout the winter months, when the prices on such products are very high in the North, gives Florida a peculiar advantage in that industry. Low flat lands, where flowing wells are available for irrigation, are found to be best adapted for the purpose, and there is an abundance of such land within a few miles of DeLand which can be purchased at reasonable prices. Everyone who is here and willing to work is doing well, and there is plenty of room for

more. It is a young and growing country, and opportunities present themselves to the alert and wide awake man.

DeLand has an university town atmosphere. The institution which has given the city its widest fame is the John B. Stetson University. This was founded something over twenty years ago by those who realized the importance of an institution of learning that would answer all the requirements of the town's own people as well as furnish to those from the North who came here for the winter season a place to pursue their studies uninterrupted, and where they could be assured of the same standards maintained anywhere in the United States. Stetson University has a liberal endowment, and one of the finest equipped plants in the entire South, over a quarter of a million dollars being invested in magnificent buildings and equipment. The university is known in educational circles all over the United States. It maintains a college of liberal arts, a college of law, of music, a business college, courses in electrical, civil and mechanical engineering with full courses. It has a faculty of nearly fifty instructors, many of them graduates of well known colleges and universities both in this country and abroad. It has a magnificent library handsomely endowed and housed in a special building recently constructed at a cost of \$50,000. About 500 students are annually enrolled at this institution.

MANATEE.

"BEAUTIFUL MANATEE" and "The Land of Manatee" have become proverbial as designating the chief beauty spot and the typical productive section of Florida. The town of Manatee, with its immediate surroundings, is the worthy, tangible basis for these well known designations. All that is expressed or implied in the familiar phrases is to be found here. Nowhere else in all the State is the combination of delightful climate, abundant fruit production, fertile vegetable soils, healthful and attractive home sites and convenient transportation facilities equal to these advantages as found in and near the beautiful little town of Manatee.

Manatee is located on the south bank of the Manatee River, about six miles from its opening into Tampa Bay, a portion of the Gulf of Mexico inclosed by a series of sand keys. The river is more than a mile wide at this locality, and this width increases toward its mouth. To the proximity of this expanse of river on the north and of the great Gulf to the west is due much of the pleasurable, balmy air enjoyed here in even greater uniformity than in any other section of Central or Southern Florida.

The town is about fifty miles by water or sixty by rail south of Tampa, the western metropolis of the State, and is thus easily accessible from all sections of the United States. All rail transportation can be had direct by the Seaboard Air Line Railway, or parties reaching Tampa by the Atlantic Coast Line, or by Mallory Line steamers, can reach Manatee either by the Seaboard Railway or by Favorite Line steamers, sailing two boats daily from Tampa.

Manatee offers special attractions to permanent residents and to visitors during the winter season. Many of both classes have come to the town from various sections of the Union, and the number is increasing from year to year. A good proportion of the attractive homes in the town are owned by families who have recently come from the Northern States, and the available rooms for winter visitors, while increasing in number from year to year, have never in late years been sufficient to meet the growing demand. Northern capital can be profitably invested in the erection of moderate priced homes or of rooming houses for the accommodation of the people for whom local capital has not been available to make adequate provision.

In the important matters of school, churches, stores, hotels, bank and professional service, Manatee is fully prepared to meet the needs of all its residents, permanent or temporary. For idle hours the Manatee River, or Braden River on the east edge of the town, offers pleasure in boating or fishing. A day's excursion can always be enjoyed on the Favorite Line steamers, or on one of the launches running to the fishing grounds in Tampa Bay or the Gulf, or to the nearby Keys.

Manatee, in short, is an attractive town offering to tourist, to homeseeker, to agriculturist, to investor, attractions that are well worth looking into. Specific information along any line and at any time can be secured promptly and fully by addressing a letter to the Secretary of the Board of Trade, or to Mr. Foster.



MANATEE IN MIDWINTER.

ZEPHYRHILLS, PASCO COUNTY.

HILLS IN FLORIDA.—The question is often asked, "Why was the place named Zephyrhills when Florida is a flat or level country?" The answer to the above is: all of Florida is not low and flat, and Zephyrhills is a part of that which is not low and swampy. It is located in the hilly lands of Pasco County, being from 100 to 250 feet above sea level. It is 25 miles northeast from Tampa on the main line of the Seaboard Air Line Railway to Jacksonville.

GROWTH OF TOWN.—Zephyrhills is a new town (not yet three years old) with a population of about 2,000, including those who have settled on their farms near the town. It has an electric light plant, main streets lighted, telephone exchange, State bank, a dozen or more stores doing a general merchandise business. Rural free delivery runs in all directions from town, giving the farmers daily service. High school, nearly 200 students, six teachers teaching the full high school course, two churches, with plans for others

to be built soon; Masonic and Odd Fellows lodges.

SOIL AND CROPS.—The soil of the farm land is a sandy clay loam which produces everything that grows in Florida, and that includes nearly everything that grows with roots in the ground, some of which are as follows: Oranges, grape fruit, peaches, pears, plums, grapes, pineapples, sugar cane, tomatoes, sweet potatoes, Irish potatoes, watermelons, cantaloupes, cabbage, cucumbers, peppers, onions, beans, peas, okra, eggplant, turnips, radishes, lettuce, corn, oats, rye, kaffir corn, maize, millet, sorghum, cow peas, velvet beans, cassava, and many other things. One can see farms and young fruit orchards in every direction.

HEALTHFULNESS.—Zephyrhills, being high and rolling, is free from swamps, hence there are no mosquitoes, and that also means no malaria. There has never been a case of malaria there since the town was started.

WATER.—The water is the very best, being



SUGAR CANE AT ZEPHYRHILLS.



RESIDENCE STREET AT ZEPHYRHILLS.

simply pure water, free from all mineral and other impurities. It is obtained by drilled wells at depths of from 30 to 100 feet, and comes from quartz rock which is insoluble by water.

IMPORTANT.—In going to Florida two of the most important features one should be sure of getting are good water and high land. Zephyrhills has both, and they are essential to health. These conditions make Zephyrhills an ideal health resort.

FISHING AND HUNTING.—There are three rivers within range and several small lakes. These all have bass, bream, catfish and perch. Quail, doves and rabbits are plentiful.

CLIMATE.—Zephyrhills is an all around good place to live, a good place to make a good living

by a reasonable amount of work, a good place to spend the winter or summer, because it is far enough south and on the west side of the State, getting the benefit of the Gulf Stream, thereby making its winters mild, and being located in the highlands there is a cool breeze all summer. The highest temperature is 95 degrees. No sunstrokes, no hot winds.

ONLY ONE.—Don't fail to see Zephyrhills, for there is only one, and it is not like any other place. If you contemplate locating in Florida, this place is well worthy of your consideration.

This information was furnished by the Zephyrhills Colony Co. Any further information may be had at Mr. Foster's offices, or by writing the Zephyrhills Colony Company, Zephyrhills, and they will mail booklets free.



SEVENTH STREET AND FIFTH AVENUE, ZEPHYRHILLS.

FACTS ABOUT MARION COUNTY.

MARION COUNTY is situated in the center of the Florida Peninsula, midway between Jacksonville and Tampa. Its west line is within fourteen miles of the Gulf Coast, and its east line within thirty miles of the Atlantic Coast. The county is more than forty miles square, and contains nearly 2,000 square miles. The population is approximately 35,000, about 50 per cent. white and 50 per cent. colored. The county is capitably served by seven lines of railways and two lines of steamers.

The climate and rainfall at Ocala, the county seat, averaged during the past twenty years as follows: Average temperature, 70°. Average rainfall for the year, 51.90 inches.

Industrial products include turpentine, rosin, baskets, crates, carriers, spokes, rims, foundry castings and cigars. Vegetable canning factories are in successful operation.

Mineral products include phosphates, lime and fullers' earth.

The county originally was completely covered with yellow pine, cypress and hardwood timber, including oaks of many varieties, ash, gum, hickory, magnolia, bay, iron wood, elm and maple.

The market for staples is at home. Cabbage, cantaloupes, melons, lettuce and other truck and oranges go to every town on the Atlantic Seaboard, including the great tourist hotels on the East Coast of Florida, and west to the Mississippi.

Pure water is readily found by bored or dug wells at from twenty to one hundred feet. Owing to the peculiar geological formation which disposes of the surplus waters through drainage into underground streams, there is little waste and swamps. It is high, dry, rich soil. The soil varies from pure sand to waxy clay. The best land for general farming is a sandy loam.

The main industry is agriculture. The products for 1911 totaled nearly \$2,500,000 and included corn, oats, hay, sweet potatoes, peanuts, velvet beans, rice, cotton, cane products, pumpkins and tobacco. At the 1912 Marion County Fair one farm exhibited thirty different farm products in addition to pure bred beef cattle, swine, sheep and goats.

There are more than a dozen herds of pure bred beef and dairy cattle in the county, while thousands of native cattle range in the pine woods. There are a large number of herds of

pure bred swine. There are a few flocks of pure bred sheep and a number of flocks graded up by the use of pure bred rams. The breeding of light horses is engaging increasing attention, and mule breeding is firmly established as a farm industry. The introduction of the popular breeds of poultry has been very extensive on the farms of this county the past few years.

Truck gardening is developing in an astonishing degree. Cantaloupes, watermelons, lettuce, string beans, English peas, cabbage, tomatoes, onions, Irish potatoes, beets, eggplant, peppers, summer squash, Boston marrow squash, cauliflower and cucumbers are shipped by the carload from twenty different railway stations.

Marion County early earned its reputation as a producer of the finest, best-keeping and highest-priced oranges and grape fruit in the State.

Strawberries are grown commercially, but vegetables yield greater profit. The finest figs, peaches and guavas are grown. Pecans are successfully cultivated in groves in a commercial way.

Marion is the banner county in the matter of hard roads. The roads are well built, the materials used being clay and lime stone.

The attractions of Lake Weir and Orange Lake are annually inviting more and more winter residents, many of whom have built homes about these lakes, while comfortable accommodations at hotels and boarding houses may be obtained at reasonable rates at all towns and villages nearby.

This county has a most comprehensive school system, ranking third in the State in the point of aggregate attendance and apportionment of State school funds.

An idea of the intelligence of the county may be gleaned from the fact that out of a population of 35,000 there are 6,500 pupils enrolled, nearly 20 per cent. There are in operation 117 schools, employing 183 teachers at a cost in 1912 of \$75,000. The school property of the county is valued at \$100,000.

Nearly all religious denominations are represented with an estimated combined membership of 10,000 and property valued at \$125,000.

These paragraphs have been taken from a handsomely illustrated booklet descriptive of Marion County, which may be had at Mr. Foster's offices, or on mail request from S. T. Sistrunk, Clerk of the Board of County Commissioners, Ocala.

PORT SEWALL.

A NEW name on the map of Florida is that of Port Sewall, which has been established on the St. Lucie River, at the point of its junction with the Indian River and directly opposite the St. Lucie Inlet. The St. Lucie is well known; it has for years been famous for its fine fishing. Senator Quay had his Florida home here, lured by the tarpon fishing. Grover Cleveland and Joseph Jefferson were among the enthusiasts who found in the big fish of these waters many a test to tax to the full their skill with the rod. Tarpon, pompano, bluefish, Spanish mackerel, sea trout, channel bass and other fish in large variety are plentiful; the full list would catalogue hundreds. The new town is in the center of a vast system of waters. The St. Lucie Inlet is about 3,000 feet wide; the distance from the inlet across the Indian River to the mouth of the St. Lucie River is two and one-half miles; the St. Lucie River 4,000 feet wide at its mouth, and more than a mile wide in places.

There is almost no limit to distances. Boats can go up the St. Lucie River and North and South Branches for miles; along the inside waterway, south to Palm Beach, Miami and Biscayne Bay; up the Indian River and waterway to Rockledge, Ormond, New Smyrna and St. Augustine to Jacksonville, and from there up the St. Johns and Ocklawaha rivers.

The climate, scenery and surroundings of the place have made a strong appeal to the transient visitor, and many have yielded to the attraction and made permanent winter homes here. Citrus fruit growing and vegetable farming are successful and profitable industries.

The reports of the U. S. Weather Bureau for the past ten years show an average maximum of 82 degrees in August, and an average minimum of 60 degrees in March, with a ten-year average of 74 degrees. The same reports show an average maximum rainfall of 6.9 inches in September, and an average minimum of 2.5 inches in December, for the ten years.

DRAINING THE EVERGLADES.

THE DRAINING of the Everglades is one of the great reclamation projects of recent times. The glades cover an area of about 4,000 square miles. The subsoil of this vast region is a coralline limestone. Upon this surface lies an immense accumulation of sand, alluvial deposits and decayed vegetable matter, forming a mass of sand and mud from two feet to ten feet or more in depth, that overspreads all but a few points of the first strata. Upon the mud rests a sheet of water, the depth varying with the conformation of the bottom, but seldom at dry seasons greater than three feet. The whole is filled with rank growth of coarse grass, eight to ten feet high, having a serrated edge like a saw, from which it obtains its name of saw grass. In many portions of the Everglades the saw grass is so thick as to be impenetrable.

The Everglades lie in a depressed basin which is cut off from the Gulf and the Atlantic by a rim of limestone or coral rock. By the alluvial deposits of the ages this basin has been filled up until the surface has risen above the level of the sea; and at certain points, where the inclosing rock rim is low, the Everglade waters have overflowed the barrier or cut a way through it, as with the Miami, New Hillsboro, Middle, Arch and Snake rivers on the east, and the Chockluskie and Caloosahatchee on the west. The reclamation of the region by providing artificial canals to draw off the water is now in progress; and millions of acres of rich land will be thrown open to cultivation.

THE RAILROAD TO KEY WEST.

THE Florida East Coast Railroad Extension to Key West was opened on Jan. 23, 1912. The occasion marked the completion of one of the most notable railroad enterprises in the world, and one of the most remarkable of engineering achievements.

"It is within the realm of conservatism to say," wrote John Bannon in the *Manufacturers' Record*, "that at no previous period of the world's history, referring to construction or engineering undertakings, can a parallel case be cited. The greatest water depths were ascertained to be twenty-three feet. To lay foundations for solid columns at this depth in the open sea for the purpose of carrying overhead, thirty feet above the sea level (the exact height fixed upon), a roadbed for railroad purposes proof against the fury of the elements and of sufficient stability to withstand the ravages of time, is a task which human ingenuity was never previously called upon to execute. But this is exactly what is being done. The idea in its simple grandeur is the boldest conceived in railroad work or any other form of construction work. The engineering problems to be overcome at Simplon Pass, in Switzerland, and in our own country in successfully constructing railroads in part through and over the Rocky Mountains, at the time considered marvels of engineering triumphs, sink into insignificance when compared with this latest project in railroading."

The distance from Miami to Key West is 154 miles. The work from Homestead south is made up in round numbers of sixty miles rock embankment through the waters separating the mainland from Key Largo and through the waters separating the different keys.

There are four concrete viaducts thirty-one feet above the water—one from Long Key to Conch Key, 10,500 feet; a viaduct across Knight's

Key channel, 7,300 feet; a viaduct across Moser Key channel, 7,800 feet, and a viaduct across Bahia Honda Key channel, 4,950 feet, making a total of concrete viaduct 30,550 feet, equivalent to 5.78 miles.

These viaducts are constructed of reinforced concrete, 50-foot spans resting on piers set into solid rock and strengthened with piles. The base of the pier at rock surface is 28 feet, and at the springing line of arch 20 feet 7 inches. From the water to the crown of the arch is 25 feet. To that is added the thickness of the arch at the crown, ballast, ties, etc., making the track 31 feet above the level of the water.

Of the water openings there are seven, 25 feet each. These are in the solid embankment, and are only intended for rowboats and small craft.

Of drawbridges there are three, with openings aggregating 410 feet. The remaining distance, about 65 miles, is made up of the islands or keys over which the road passes.

After leaving the mainland the first key traversed is Key Largo, the largest of the entire group of Florida keys, being some 40 miles in length. Of this the railroad traverses 15 miles. The names of the keys south of Key Largo, in order are as follows: Plantation Key, Windley's Key, Upper Matecumbe, Lower Matecumbe, Long Key, Conch Keys, Grassy Key, Crawl Key, Key Vaca, Knight's Key, Little Duck Key, Missouri Key, Ohio Key, Bahia Honda, West Summerland Key, Cudjoe, Sugar Loaf Key, Saddle Bunch Keys, Big Coppit Key, Rock and Key, Boca Chica, Stock Island and Key West.

Terminal facilities at Key West comprise a dry dock and ten covered piers, each 800 feet in length and 100 feet in width, with basin 200 feet between piers. The ten piers furnish berths for forty ships 400 feet in length with a depth of water ranging from 20 to 30 feet.

TARPON FISHING IN FLORIDA WATERS.

The tarpon is a shy feeder, and his mouth is tender. He will take the bait and run some distance before he is satisfied there is nothing wrong. While doing this the tyro is apt to "strike" too soon, for even the slightest resistance of the reel, added to the weight of the line, will make him drop the hook. But at last he bolts the bait and starts off for another item in the menu. When the tentative pull becomes a steady drag, strike hard, and you have him.

Give him the butt now, with your feet against the thwart, and your whole frame tingling. Be careful that you do not bite off the amber mouth-piece to your briar pipe or drop it overboard as you yell, for you have your work cut out; he is rarely under fifty pounds, and more often over 100 pounds, frequently going over 150 pounds.

His majesty quivers through all his glittering length when he feels the pain in his "innards," and the indignity of a check. He shakes his head from side to side till the taut line sings and then his curved dorsal cuts the surface and he bolts. Let him go—nothing short of a mule could stop him, and the task is beyond your strength or your tackle. The guide rows hard to assist you to keep as much as you can of your line, for his rush will be long. Keep cool and trust to your boatman. Give him no slack.

He reaches deep water, and he plunges; down, down, he goes, and the strain on your line is lessened. You are approaching a crisis. Straight upward he comes, and you gasp, for there is no pull, and you think he is free. No, up still—he reaches the surface, and out he springs, a long symmetrical bar of gleaming silver, doubling as it rises, till, at the apex of the leap the tail nears the mouth and a blow is struck at the little line that would fell an ox. But your line is slack, your point lowered, he beats only the air, and he plunges again, sullenly this time. You feel his disappointment, and you almost grieve with him that so grand a coup was ineffectual. There is another rush, but a shorter one; another leap and a sullen plunge. Gather your line as he goes down.

Then he tries other tactics. On the bottom or near it he grinds his jaws like scissors and tries in vain to cut these elusive threads that bind him to his fate—intangible to him, but strong as links of steel. He dashes his head from side to side and twists about. Keep your line taut, or he will entangle it about his body and have you at a disadvantage. Leave him alone in his struggles, bring your boat nearer and reach for a drink. Your lips are dry and your fingers tremble, but he gives you little time, for another rush is coming.

Up again, but not so high does he glitter in the sunshine, and as the great oar of a tail swings round you see much of the spring has departed, and there is a look in the great eyes that gives you a thrill of pity, for the dumb agony of a great despair is in them. Back again to the blue waters to try a last hope.

He goes straight to the bottom. One moment he seeks the right spot, and then he grinds his lips against a rough surface—a stone if he can find it, or a floor of shells. Heedless of the pain, he grinds and grinds to cut the line. At last he realizes that he is only wearing away his flesh. Then he comes within six feet of the surface and heads for open water. But he is weak; row after him, and take in your line; nothing but bad management can lose him now, and he knows it. There are short rushes from side to side, then he doubles back, and tries to pass under your boat to foul the line. In vain, for your boatman has shot you off, and he loses one more point in the game. Then he ventures a leap, and opens his immense jaws as if to take an emetic of air and throw out that "pinning sorrow sharper than a serpent's tooth." Then he sulks. Reel him in now; the sport is done, and the rest is the mere work of towing him in to be correctly weighed and measured for record.

Usually the expert tarpon fisher will subdue one of these mighty fighters in twenty minutes, the novice will take a much longer time, often playing the fish for several hours.

OTHER FLORIDA RESORTS.

The St. John's River.—The tourist will hardly be satisfied with the glimpses of this noble stream obtained from the car window as the train crosses it at Jacksonville or Palatka, but will plan an excursion by steamboat, in which way alone the picturesque features of the river may be seen. The lower portions of the St. John's are a succession of magnificent reaches, or inland seas, the shores lined with forests of live oak, sweet gum, pine, magnolia and palmettos. In its upper (southern) portion, the vegetation becomes more tropical; the river now narrows to a tortuous passage and again opens into beautiful lakes, and the traveler is charmed with the novel scenery and the changing panorama.

The Beach & Miller Line, of St. John's River steamers, run from Jacksonville to Green Cove Springs, Palatka, and to Crescent City in the orange growing section.

Magnolia Springs is situated on the west bank of the St. John's River, twenty-eight miles south of Jacksonville. The St. John's River at this point broadens out into a sheet of water three miles wide, having much the appearance of a lake, which, together with the numerous creeks, furnishes abundant opportunity for boating. The Magnolia tennis courts have been the scene of some of the most successful tournaments held in the South; and the golf links, of nine holes, rank as among the most attractive in Florida. Shooting and fishing are excellent in the immediate vicinity. Magnolia Springs takes its name from a magnificent spring, whose waters, besides being remarkable for their purity and excellence as table waters, have well-attested therapeutic qualities, especially in rheumatic affections.

Green Cove Springs, thirty miles south of Jacksonville, on the St. John's River, is the oldest watering place in the State. In the early days of orange growing it was the center of the fruit belt, and before the time of railroads in Florida, the town was reached from New York city by steamer to Savannah and from thence direct to Green

Cove Springs. The St. John's River is five miles wide at this point. While there is much that makes this old town attractive in the way of stately trees, well-drained lands and long season climate, its chief attraction is its Warm White Sulphur Spring, with a flow of 3,000 gallons per minute. Back in the seventies and eighties this town entertained some of the most notable people of the country, and the hotel registers record with interest their annual visitations. Many of them came for the healing qualities of the waters. William Cullen Bryant, in his "Picturesque America" (Vol. I.) refers to this spring as the probable "Fountain of Youth," and a curative of rheumatism and other diseases. So also does Harriet Beecher Stowe, in an article with an illustration, which appeared in *Harper's Magazine* in 1868. Within the past five years much attention has been given to the improvements surrounding this great flow of pure and medicinal water, and now the rich and poor alike flock to the spring and fill their vessels without cost. Buildings of Spanish Mission architecture have been erected. One building a hundred feet square, roofed in glass, covers the pools and dressing rooms, so that they are all exposed to the sun. The Spring is now called "Qui-si-sana" (here is health) after the celebrated health resort of the Island of Capri, Italy. Green Cove Springs is the seat of the Florida Military Academy.

Sanford, on picturesque Lake Monroe, is famous for its black bass fishing, and affords



QUI-SI-SANA SPA.



GREEN COVE SPRINGS IN 1869.
From *Picturesque America*.

good hunting in the vicinity. It is the terminus of Clyde's St. Johns River line of steamers; and may be reached also by both the Florida East Coast and the Seaboard Air Line.

Orlando, the county seat of Orange County, is situated in the central portion of the Florida peninsula, 147 miles south of Jacksonville and 90 miles north of Tampa. The region is dotted all over with pretty lakes, thirteen of them being within the corporate limits of Orlando. Fish are plentiful in all of them.

Ocala is situated on the central ridge of the peninsula, and is midway between Jacksonville and Tampa, on the Atlantic Coast Line and the Seaboard Air Line railways. The town is an important commercial center, and is equipped with all the conveniences of an up-to-date city. Clay roads offer delightful drives. Ocala is the seat of Marion county, one of the most substantial in the State, the resources and opportunities of which are noted on another page.

Leesburg is an interior town, situated in the pine country, with dry, clear air and freedom from dampness and fogs. The woods afford excellent shooting for wild turkeys, quail and doves, and there is excellent fishing. Leesburg is on the Atlantic Coast Line and the Seaboard Air Line.

De Land is situated in the orange grove section, between the St. John's River and the Atlantic Ocean, 100 miles south of Jacksonville, on the Atlantic Coast Line.

De Land is the seat of the John B. Stetson University. In 1897, because of its excellence, the University of Chicago sought affiliation with Stetson. This was effected, and the two institutions adopted precisely the same requirements for admission and for graduation. The University of Chicago was given the right to regulate examinations, the elections of professors, and the system of credits. In this way the highest college standards were recognized and endorsed at Stetson. Stetson University has become deservedly famous all over the South for her superior faculty and courses of study. Colleges in the North and South having students who need a warmer climate in winter are invited to acquaint themselves with the Stetson curriculum and faculty.

Gainesville is one of Florida's oldest inland cities; it is an important commercial point, and has many attractions for the tourist. There is good upland shooting.

Florence Villa is in the heart of the Polk county lake region, 200 miles south of Jacksonville on the A. C. L. It is on a plateau 200 feet above sea level, the highest body of land in Florida. The numerous lakes abound with fish; quail, wild turkey and deer are plentiful; and the region is one of good roads. The Villa is in the midst of extensive orange groves. There are many beautiful winter homes.

Punta Gorda on Charlotte Harbor with its magnificent beach, surf bathing and fishing is one of the most popular of West Coast resorts.

Eau Gallie on the Indian River narrows below Rockledge offers some of the finest fishing on the East Coast.

Dade City in the highlands of Pasco county is in a good hunting and fishing district.

Lake Helen is delightfully located in a great forest of primeval pines, on the highest land east of the St. Johns, eight miles from the river, twenty from the Atlantic, and 140 from Jacksonville.

Palatka on the St. Johns river is a point of substantial commercial and industrial interests, and offers attractions to winter tourists and investors.

Lakeland and **Brooksville** are in districts which invite to outdoor life with good fishing and shooting and pleasant drives.

Bartow, the city of oak trees, is on the Fort Myers line, forty-five miles from Tampa. It is the county seat of Polk county, and is the center of the phosphate country. There will be found excellent fishing and shooting.

Sanibel on the Gulf coast has a fine sea beach, and is a well-known anglers' resort.

Key West is the new terminus of the Florida East Coast Railroad. The island (Spanish *Cayo Hueso*—Bone Key) is a low coral formation lying sixty miles south of Cape Sable, and the town is the southernmost city in the United States. Havana is only ninety miles south. The island as the key of the Gulf is an important strategic point; it has one of the largest naval stations in the country, and is defended by Fort Taylor. Not far to the westward, on Garden Key of the Dry Tortugas, is the great fortification of Fort Jefferson.

Fort Myers is situated on the south bank of the Caloosahatchee River, eighteen miles east from the Gulf. The surrounding country is well stocked with game; and the fishing here is famous. Fort Myers has for a number of years been recognized as the greatest tarpon fishing resort in the country.

Bradentown is about fifty miles south of Tampa, on the Manatee River. The site of Bradentown, on a high bluff overlooking the river, has been the secret of its remarkable healthfulness, and whether the breeze comes from the eastward across miles of unbroken pine forest, or brings from the westward the briny atmosphere from the Gulf, it carries

vigor and strength, its temperature seldom being below 50° or above 80°.

Sarasota, on the West Coast, affords shooting and fishing, and is a well-known haunt of the sportsman.

Tampa, the metropolis of South Florida, is situated at the head of navigation on the largest bay to be found on the entire coast of the Gulf of Mexico. Tampa has a climatic flavor peculiarly its own. The Gulf of Mexico lies to the south of it; to the west Old Tampa Bay, to the east Hillsborough Bay, while the city is divided by the Hillsborough River. The summer heat is cooled by the Gulf Stream breezes, while the wintry blasts from the north are dissipated by the same element. Winter or summer, life in Tampa is a delight. Fogs are a rarity, and the air is likened by world-wide travelers unto that of Italy, famed for its dry salt air.

There is much to interest the tourist in Tampa. First comes "Little Havana," the only Cuban city in America, where 20,000 Cubans and Spaniards live, speaking their language, with their quaint bazars, their coffee shops, casinos, theaters and clubs. A Spanish dinner at one of the world-famed Spanish restaurants is a novelty long to be remembered. A visit to one of the cigar factories, showing the scrupulous cleanliness of the places, watching from one hundred to one thousand cigar rollers at work, listening to the "reader," perched on a balcony, reading them the latest news, or the latest novel—this is something curious in factory work.

There are three theaters; a mile track; Ballast Point, Sulphur Springs, where flows 50,000 gallons of water each minute; Palma Ceia Springs and De Soto Park, a natural park of palmettos—all reached by trolley; and Frazier's Beach, Indian Rock, Rocky Point, Riverview and other charming places—reached by hard roads.

Pass-a-Grille on the Gulf coast is famed for its fishing and bathing. It is a favorite resort for excursions from St. Petersburg, from which city it is reached by trolley.

ON THE WAY HOME.

Brunswick, Ga., is a typical southern city, which has added interest because of a wealth of historical associations. There are abundant opportunities for outdoor life—good auto roads, a 9-hole golf course, the best of shooting and fishing, and protected waterways for aquatic sports.

Savannah, with its twenty-four parks and its broad streets shaded with magnificent oaks, the many handsome residences, and the flower gardens which bloom the year around, is one of the most attractive cities in the South. Forsyth Park, the Pulaski Monument, and the Jasper Monument should have attention, while the busy scenes of Bay street and the river front offer an excellent opportunity to study the vast commercial interests of which Savannah is the center. Bonaventure Cemetery is renowned for its ancient live oaks, trees as majestic and impressive as any to be found on the Atlantic Coast.

Augusta, Ga., with an elevated situation in the pine ridge section, has long been noted as an enjoyable resort in winter and spring. The average winter temperature for December to March is 54° F. at 8 o'clock A. M.

Charleston is full of objects of interest. Here in the harbor is Fort Sumter, with dismantled walls, but flying the Stars and Stripes above it. At Moultrieville is the grave of Osceola, the Seminole, who died while imprisoned in Fort Moultrie. The United States Government fortifications are the largest in extent on the Atlantic coast. The Magnolia Gardens, filled with japonicas, rose bushes and azaleas, present a spectacle of floral magnificence, and the continent may be challenged to equal the superb effect. Artists make pilgrimages to Charleston in the spring to paint the wonderful flowers. The Chicora Golf Club has a fine course, with cozy club house, where tourists will be welcome. There are miles of fine shell roads for the carriage and bicycle, leading along broad avenues lined with handsome residences and through groves of ancient oaks draped with silver moss. On the road around the Battery an excellent view of the harbor and many historical points of interest

is obtained. Then there is old St. Michael's, the ante-Revolutionary Church, with its historic chimes and tall tower.

Summerville, S. C., twenty-two miles from Charleston, on the Southern Railway, is in a piny woods region, where the pure, fresh, dry air is of special advantage to health-seekers, and the pleasure tourist will find in the delightful climate and the many things to engage attention and pique interest abundant excuse for prolonging his visit.

Aiken, S. C., situated on the edge of an elevated plateau in the sand hill country, and with dry and balmy climate, is the winter home of many northern people, and a favorite stopping place of northbound tourists. It is a center of outdoor sports.

Camden, S. C., in the long-leaf pine section, with a dry and peculiarly agreeable climate, is famed for its old-fashioned formal gardens, not elsewhere surpassed in the United States. The city has interest, too, for the part it had in the days of the Revolution; there are here many quaint memorials of men who made history, and whom a grateful country delights to honor.

Pinehurst, N. C., is situated in a pine-clad sand-hill region of marked healthfulness and having a genial and equable climate. The town is unique; it was laid out by landscape architects as a beautiful residence park; is entirely under one ownership and control, and has been developed into a model village of refined homes. Each year, as its fame goes abroad, it attracts a growing number of permanent residents and tourists tarrying on the way home from South to North.

The Land of the Sky is that portion of Western North Carolina lying between the Blue Ridge Mountains and the Iron, Smoky and Unaka ranges of Eastern Tennessee. It is a superb elevated plateau. Asheville, that Mecca of health-seekers, the spot best known among the resorts of this splendid region, stands higher above the sea level (2,288 feet) than any other city in America east of the Rockies. The visitor will find Asheville a progressive, modern city.

Tryon is in the mountain country of Western North Carolina, a region of fine natural scenery and having a climate which renders it enjoyable as a winter, spring and summer resort. One may well break the journey north for proving the pleasures of a stay at Tryon.

Fayetteville, N. C., is in an agreeable all-the-year-round climate belt, and has charming drives.

Hendersonville, with an elevated situation in the North Carolina mountains, is one of the favorite tarrying points for returning tourists.

Southern Pines is in the pine woods region of North Carolina, distinguished for its dry and health-giving climate.

Chattanooga may well have a place in one's itinerary. Historical associations cluster thick about it—Lookout Mountain, Missionary Ridge, Chickamauga. The National Park, to which State after State has contributed its memorials of those who served in the Civil War, has made Chattanooga a point of pious pilgrimage for many thousands. The views from the bluff of Lookout Mountain is one of the most imposing, as it is one of the most beautiful, mountain prospects to be found in America.

Richmond, the venerable capital of the James, has many attractions in its beautiful site and picturesque surroundings, and its historic associations. The Capitol building, which dates from the eighteenth century, contains with other treasured heirlooms of the past Houdon's Statue of Washington, a copy of which is in the National Statuary Hall at

Washington. Capitol Square has for chief adornment Crawford's noble work, the Washington Monument, and here, too, are statues of Clay and Stonewall Jackson, and elsewhere the Lee Monument.

Old Point Comfort holds an unique place. Situation, climate, scenery and surroundings conspire to make it the most popular of all-the-year-around seaside resorts. The locality is one rendered ever famous by the momentous events which took place here in the sea conflicts of the Civil War. From the hotel piazzas one looks out over the broad waters where, in their terrific duel, the Monitor and the Merrimac changed the modes of naval warfare. Old Point is the seat of Fort Monroe, the largest fortification on the continent, and Hampton Roads is a rendezvous of the White Squadron. Proximity to Washington and ease of access from New York make it the favorite resort of many distinguished people, and its social features most brilliant.

White Sulphur Springs, W. Va., has been famed for a century as a leading summer resort. To its native attractions have been added all the facilities for outdoor sport—a splendid golf course, tennis courts, and all the appurtenances of a medicinal bath.

Biloxi, on the Mississippi Gulf coast, has good fishing and aquatic sports and golf.

Corpus Christi, Texas, is well termed the Naples of the Gulf; it has a fine beach, fishing, hunting, motoring and golf.

THE ISLAND OF JAMAICA.

Of all the West India islands, Jamaica is the one whose invitation to the holiday maker is the most alluring.

With the development of communication between the island and the United States, and with a widening appreciation of what awaits the visitor here, Jamaica's resorts are rapidly growing in favor, and each year brings a greater tide of tourist travel. The change from the rigor of the Northern winter to the warmth and sunshine and picturesque scenery of this West Indian paradise is one of the most delightful experiences open to the traveler in the western world.

The island is rich in natural attractions. There are mountain ranges with peaks rising to an altitude of over 7,000 feet, and valleys clothed in dense vegetation and meandered by streams of crystal clearness and unfailing supply. The old name of Jamaica, Xayamal, meant abundance of rivers. The novelty of the scenery in its larger

aspects, and the unfamiliar forms of the tropical vegetation—tree and plant and flower and fruit, the golden brightness of the sun and the rich glow of color by day, and the softness of the air and its fragrance at night—all these challenge the attention, and contribute to the pleasure of outdoor life.

The diversity of altitudes so characteristic of Jamaica give corresponding variations of temperature. From a range of 80 to 86 degrees at the seacoast level, the mercury falls to 45 and 50 degrees in the mountains; and in higher altitudes the atmosphere has a dryness which is peculiarly grateful to persons of delicate constitution. The heat of the warmest day is tempered by the unfailing seabreeze, while at night the air current reverses and comes with cooling airs from the mountains.

Sea bathing is enjoyable the year around. Jamaica waters afford excellent fishing.



THE PARADE GARDEN, KINGSTON.



KINGSTON.



COCOA STRIPPING.

The island is traversed by superb roads, hard and smooth, built after the English fashion, and ideal for carriage and automobile. Riding, driving and motoring are among the chief amusements of the island.

The perfect roads, the fascinating scenery and the excellent hotel accommodation everywhere available make Jamaica an ideal winter touring country. The American owner will find no difficulty in getting his car to the island. The steamship lines from New York make special provisions for the transportation of automobiles, and there are no annoying customs complica-

tions here. One may dock at Port Antonio or Kingston in the morning and be in his car on the road in the afternoon. There are well-stocked garages and supply houses where everything in the way of equipment may be had and machines may be hired.

Jamaica is well supplied with excellent hotels and boarding houses, equipped with every essential for the tourist's comfort. The English tongue—spoken throughout the island—is a factor which contributes in no small degree to the popularity of Jamaica as compared with other West Indian resorts.



JAMAICA'S PERFECT ROADS INVITE THE AUTO TOURIST.

Cuba.

• The "Standard Guide to Cuba" and the "Standard Guide to Havana," the new handbooks for tourists, published by Messrs. Foster & Reynolds, are very complete in scope, beautiful in illustration and practical in their usefulness to travelers. See advertisement on another page.

CUBA is truly tropical. The lush vegetation is that of the torrid zone. The encircling seas give the island a climate which, in winter and spring, is delicious. As surely as the sunrise, comes the sea breeze to temper the heat. The atmosphere is marvelously clear and transparent. The beauty of the scenery is a revelation—the tinted seas, the mountain ranges, lovely valleys and highly cultivated plains in a succession of panoramas which surprise and delight. The attractions are endless. The island is healthful; there is no yellow fever, nor any more danger of it than in the Southern States. Travel is safe and convenient. The railroads have modern equipment and are well managed. The steamships are clean and commodious and set good tables, and the trip on either coast from one land-locked harbor to another is an enjoyable experience. After Havana and Matanzas, the most interesting place to visit is Camagüey.

Havana is considered one of the most picturesque cities of the Western Hemisphere, and is extremely quaint in many of its aspects, and therefore interesting. Its architecture and streets are of a distant past, while its bustle and commercial activity remind one of the modern metropolis. There are enough sights in and around the city to keep the tourist busy as long as he elects to remain.

One of the most interesting of trips is that to Matanzas, located on the United Railways of Havana, some fifty-five miles from Havana. At a half hour's drive from the city, Cuba's most famous natural attractions may be seen—the Yumuri Valley and Bellamar Caves.

The Cuba Railroad, which runs from Santa Clara to Santiago, a distance of 374 miles, is of the American standard and equipment, and affords for the tourist not only many scenic attractions, but the best means of learning the great agricultural and commercial resources of the island, which are awaiting development.

THE ISLE OF PINES lies in the Caribbean Sea, thirty-five miles southeast of the nearest point of land in Cuba. Politically it is a part of the Province of Havana. Its area is 615 square miles. The topography is diversified; much of the island is a plateau 50 to 100 feet above sea level, and having a number of mountain peaks. The range of Cerro de los Cristales, or Crystal Hills, on the north, reaches an altitude of 2,000 feet.

The island is reached from Havana by the United Railway, from Villanueva Station, to Batabanó, there connecting with steamer for Nueva Gerona (60 miles) and other ports. A wireless telegraph service between Havana and the Isle of Pines is maintained by the Cuban Government.

BEAUTIFUL CUBA A WINTER PARADISE

HAVANA—Morro Castle, Cabañas Fortress, the Prado, the Malecon, Modern Parks, Streets, Hotels, Shops, Theaters, Clubs.

MARIANAO BEACH—Surf bathing all the year 'round. Havana Country Club's new 18-hole Golf Course.

MATANZAS—Monserrate Hermitage, the Enchanting Yumuri Valley, and the Wondrously Beautiful Caves of Bellamar.

PROVIDENCIA SUGAR MILL—One of the largest and most typical of Cuba's great sugar mills, visited by thousands of tourists annually.

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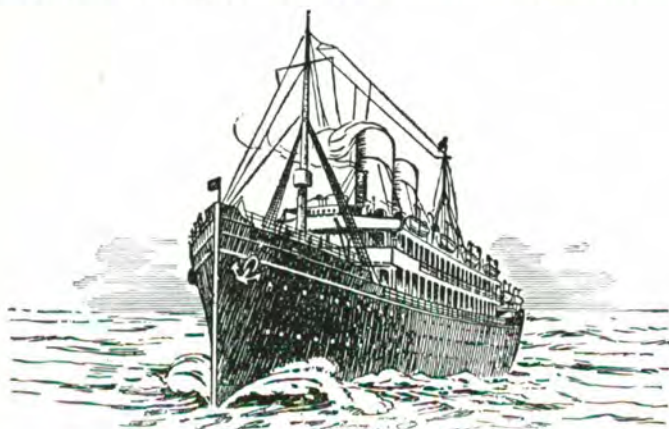
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*10.30 A. M.	Ly. New York Ar.	*6.35 P. M.
12.46 P. M.	W. Philadelphia	4.14 " "
3.00 " "	Baltimore	2.05 " "
4.15 " "	Washington	12.55 " "
7.25 " "	Richmond	9.46 A. M.
5.00 A. M.	Ar. Columbia Ly.	12.05 " "
7.36 " "	Savannah	7.20 P. M.
11.00 " "	Jacksonville	3.50 " "
12.15 P. M.	St. Augustine	1.45 " "
2.45 " "	Hotel Ormond	11.10 A. M.
3.00 " "	Daytona	10.59 " "
3.25 " "	New Smyrna	10.30 " "
4.25 " "	Titusville	9.21 " "
5.08 " "	Rockledge	8.41 " "
7.10 " "	Ft. Pierce	6.30 " "
9.15 " "	Palm Beach	11.00 P. M.
1.20 A. M.	Miami	2.00 A. M.
7.20 " "	Key West	7.40 P. M.
† 4.00 P. M.	Havana	† 10.30 A. M.

*Daily †Except Sunday

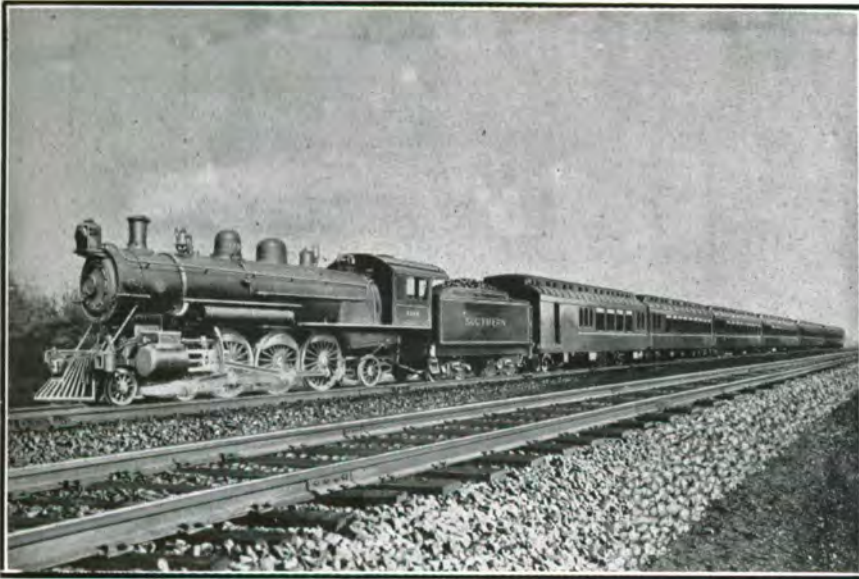
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Ar. Chattanooga	"	9.35 P.M.	1.05 A.M.	10.15 A.M.	Ar. Macon	"	4.05 A.M.	
Ar. Cincinnati	Q. & C.	8.00 A.M.	11.45 A.M.	8.35 P.M.	Ar. Atlanta	"	6.50 A.M.	
Ar. Toledo	C. H. & D.	2.00 P.M.	6.30 P.M.	4.45 A.M.	Ar. Anniston	"	10.08 A.M.	
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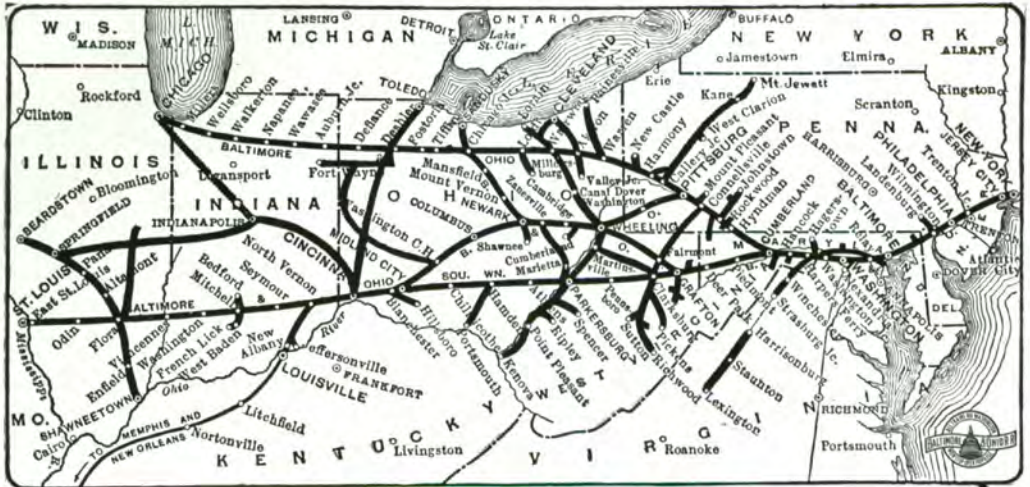
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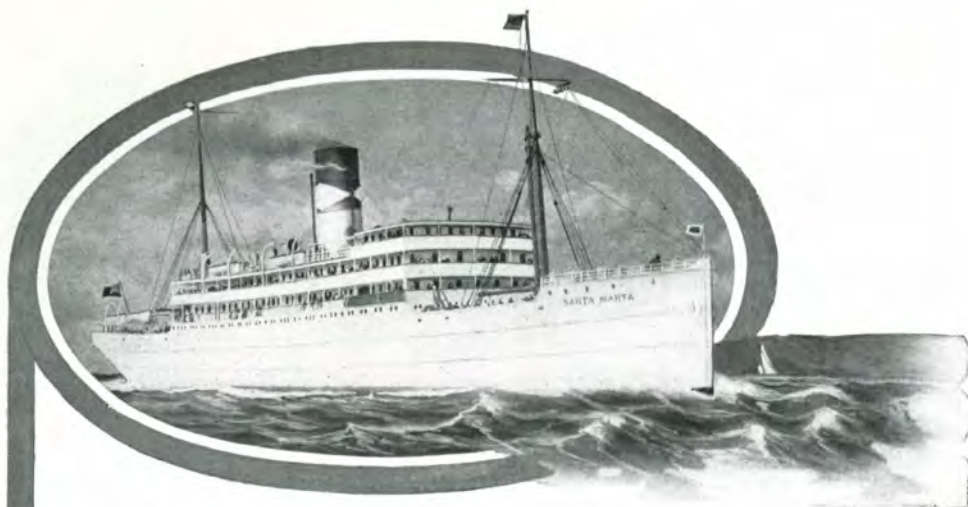
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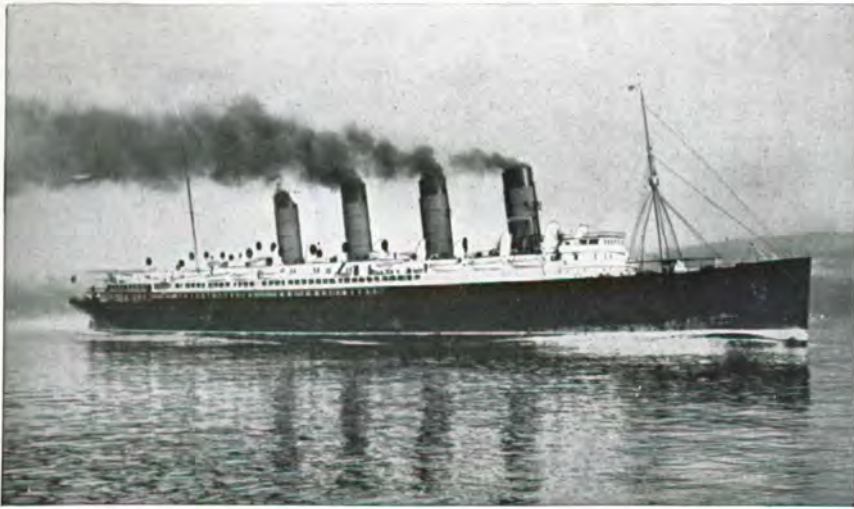
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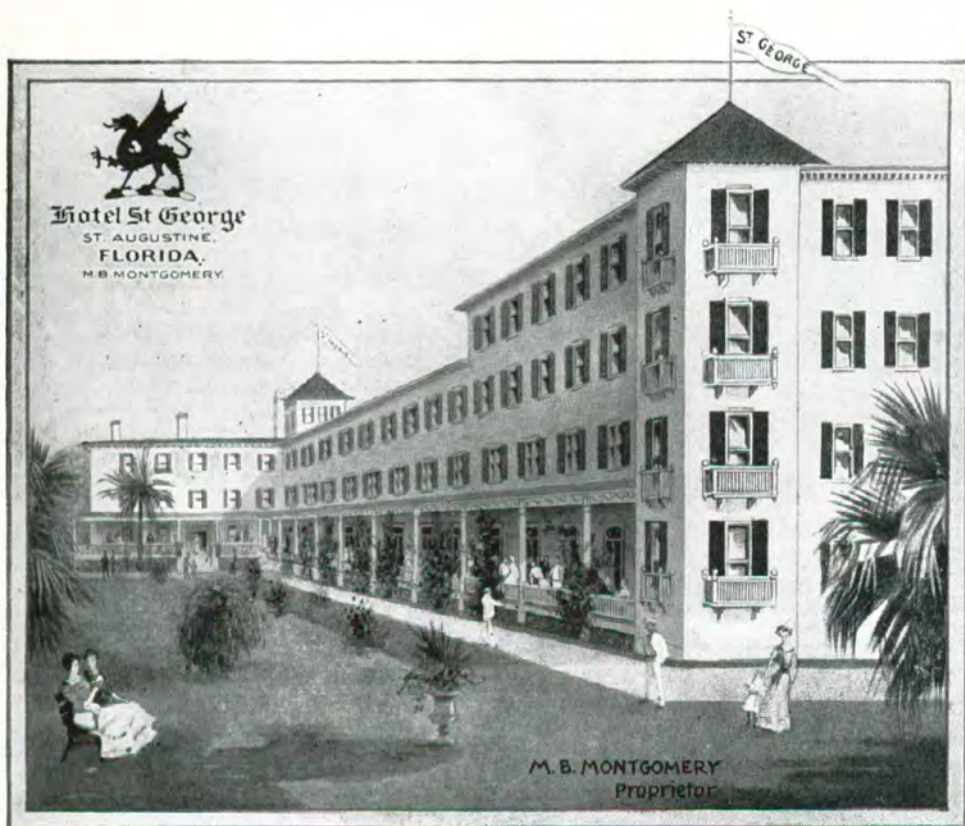
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A well conducted homelike house. Modern conveniences. Beautifully located midst fruit and flowers. Rates \$2.50 and up; special by week.

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opposite St. Lucie
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NATURAL ADVANTAGES and CONDITIONS are IDEAL for PERMANENT HOMES and WINTER RESIDENCES

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PROFIT and PLEASURE combined in this IDEAL LOCATION.

During the past year the Company has been making improvements, and has now completed about three miles of avenues; a fine large dock; new channel connecting the Lakes with the River; extension of waterway to town lots; side track; R. R. platform and Station (PORT SEWALL), a water-plant supplying the best drinking water, and a hotel.

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A specialty will be made of seafood from the Famous Fishing Grounds.

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The Company intends to make PORT SEWALL the most attractive place on the East Coast, nature having endowed it with natural advantages more richly than any other place.

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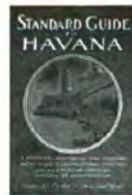
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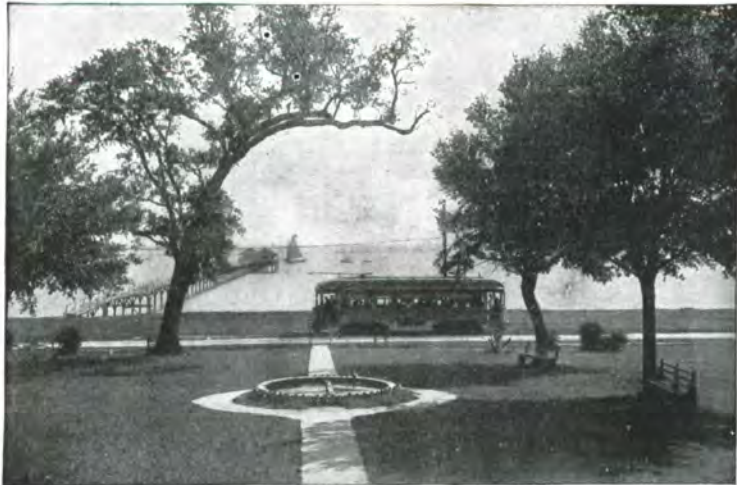


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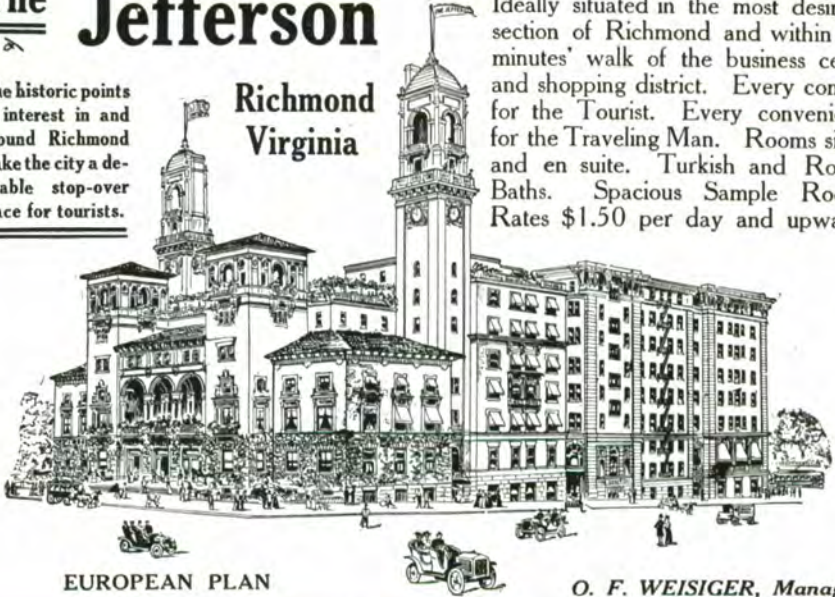
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With climate unequalled the year round. Golf, Tennis, Sailing, Military Drills, Naval Maneuvers
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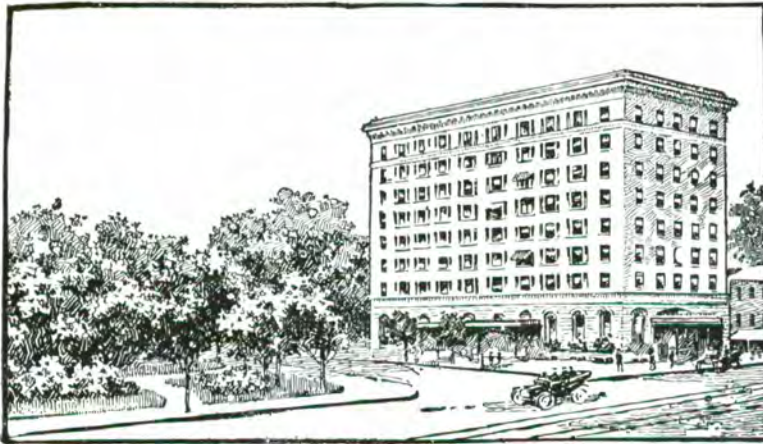
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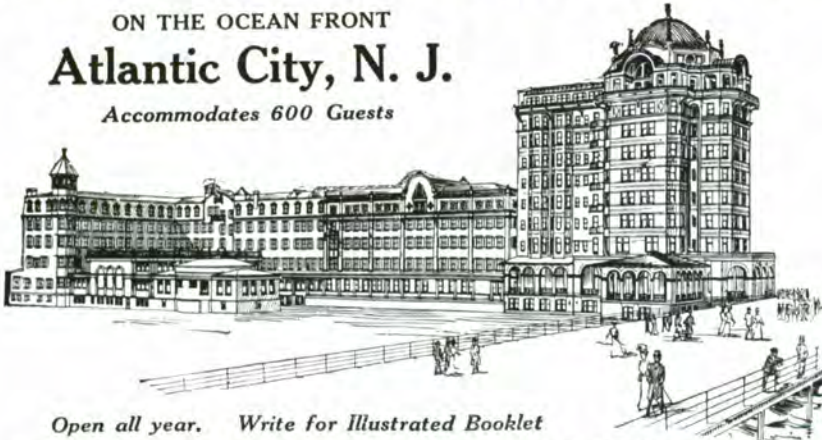
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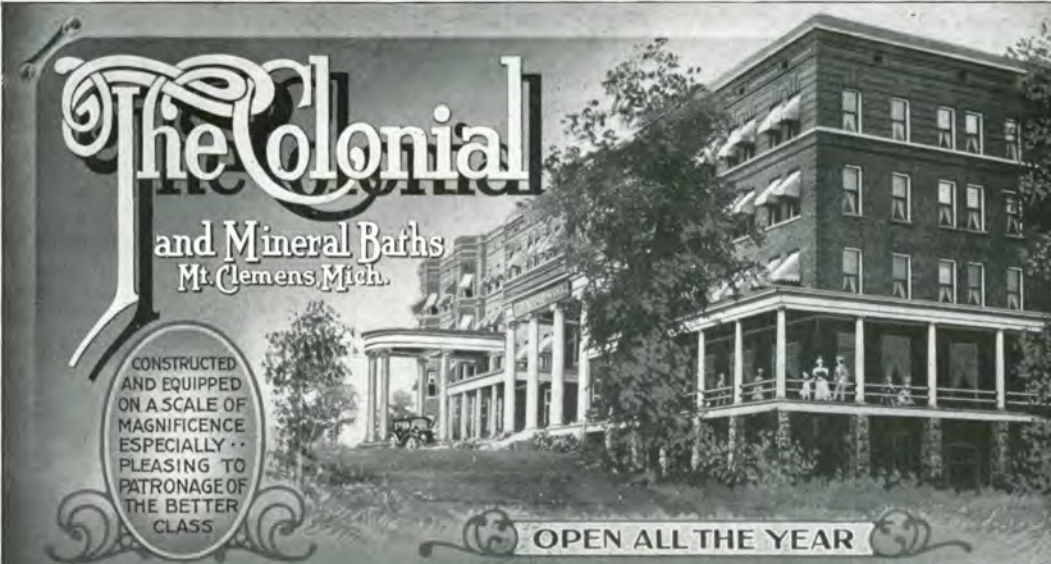
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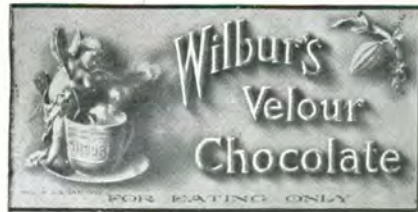
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