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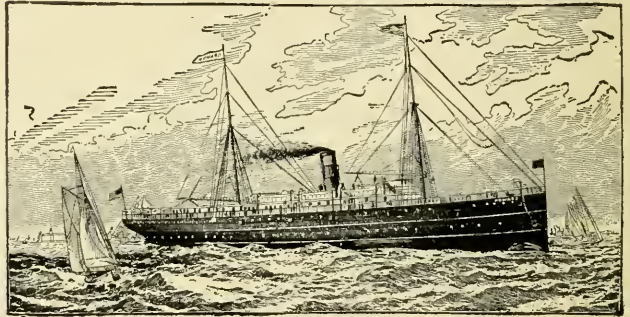
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Ready Reference Guide.

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.

EXPRESS. Southern Express Co.; office, Cathedral and Cordova streets.

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

JEFFERSON THEATER. Cathedral and Cordova streets.

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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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Schools Recommended by Mr. Foster

Full and complete information respecting the schools here listed, and others, may be had at Mr. Foster's Offices. A special department for providing such information is in charge of an assistant, who has personally visited the schools, and will give authentic, reliable and detailed information respecting them. Mail inquiries will receive every attention.

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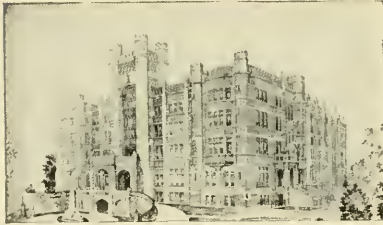


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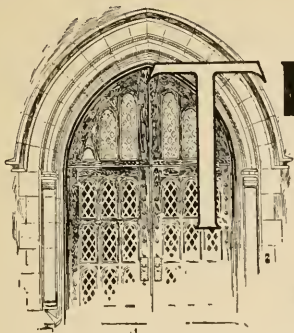
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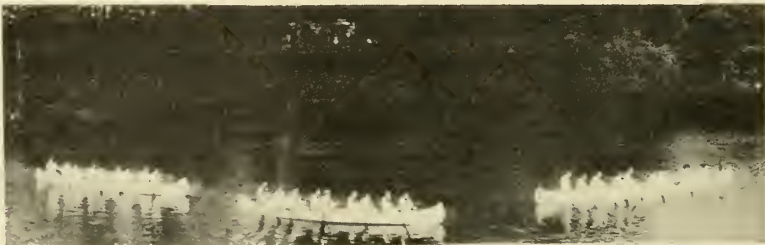
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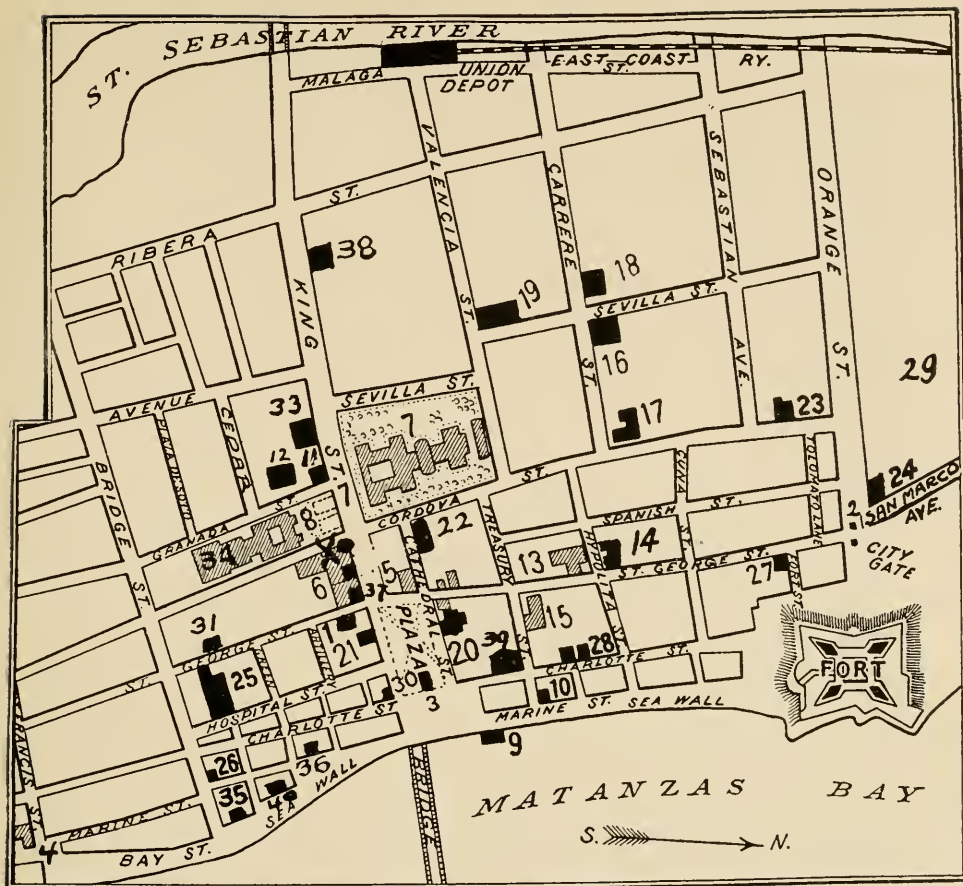
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STANDARD GUIDE MAP OF ST. AUGUSTINE. REFERENCES.

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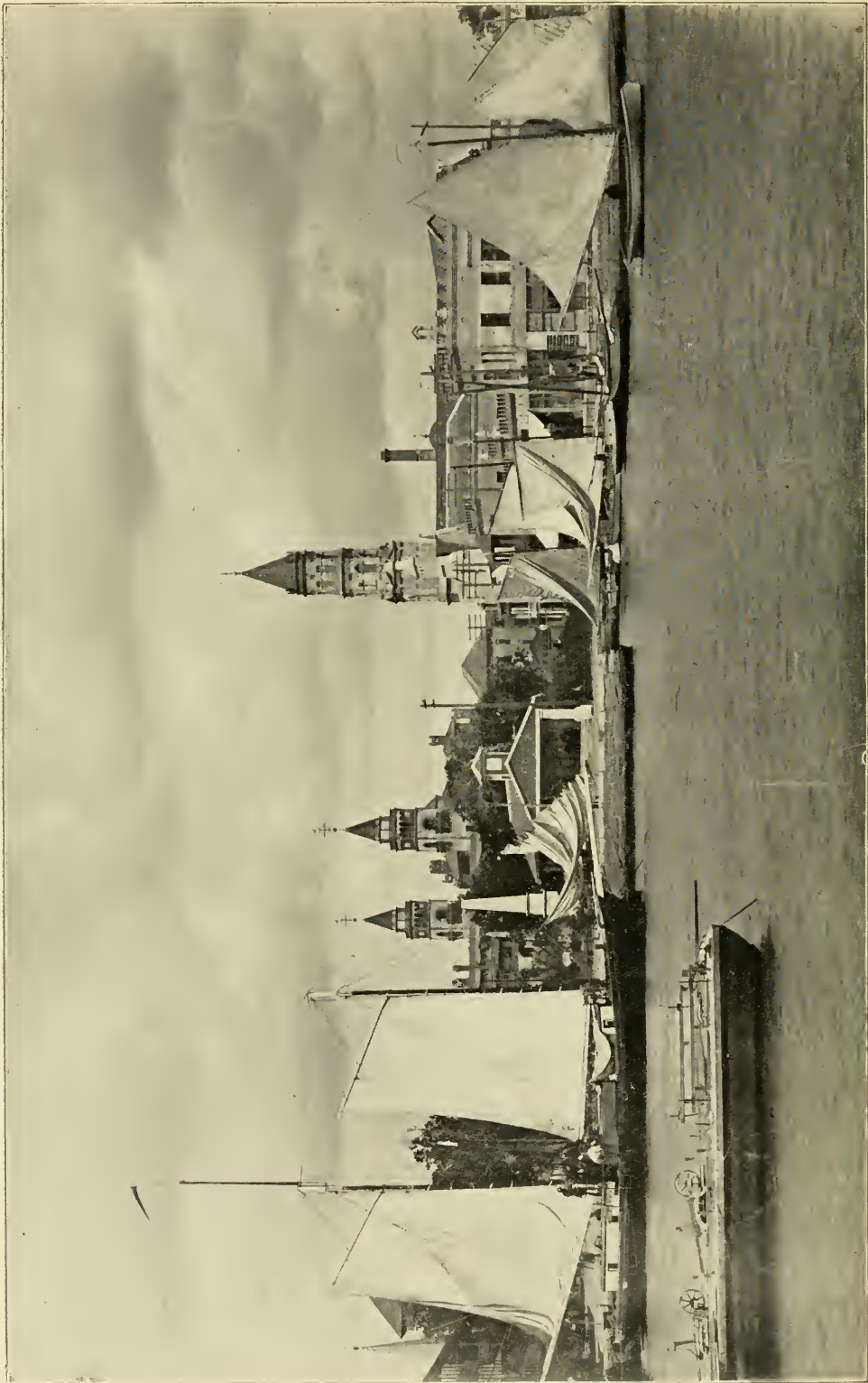
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A MORNING IN ST. AUGUSTINE.

THE STANDARD GUIDE FLORIDA



ONE HUNDRED ILLUSTRATIONS

ST. AUGUSTINE, FLORIDA
FOSTER & REYNOLDS
STANDARD GUIDE INFORMATION OFFICE



1910

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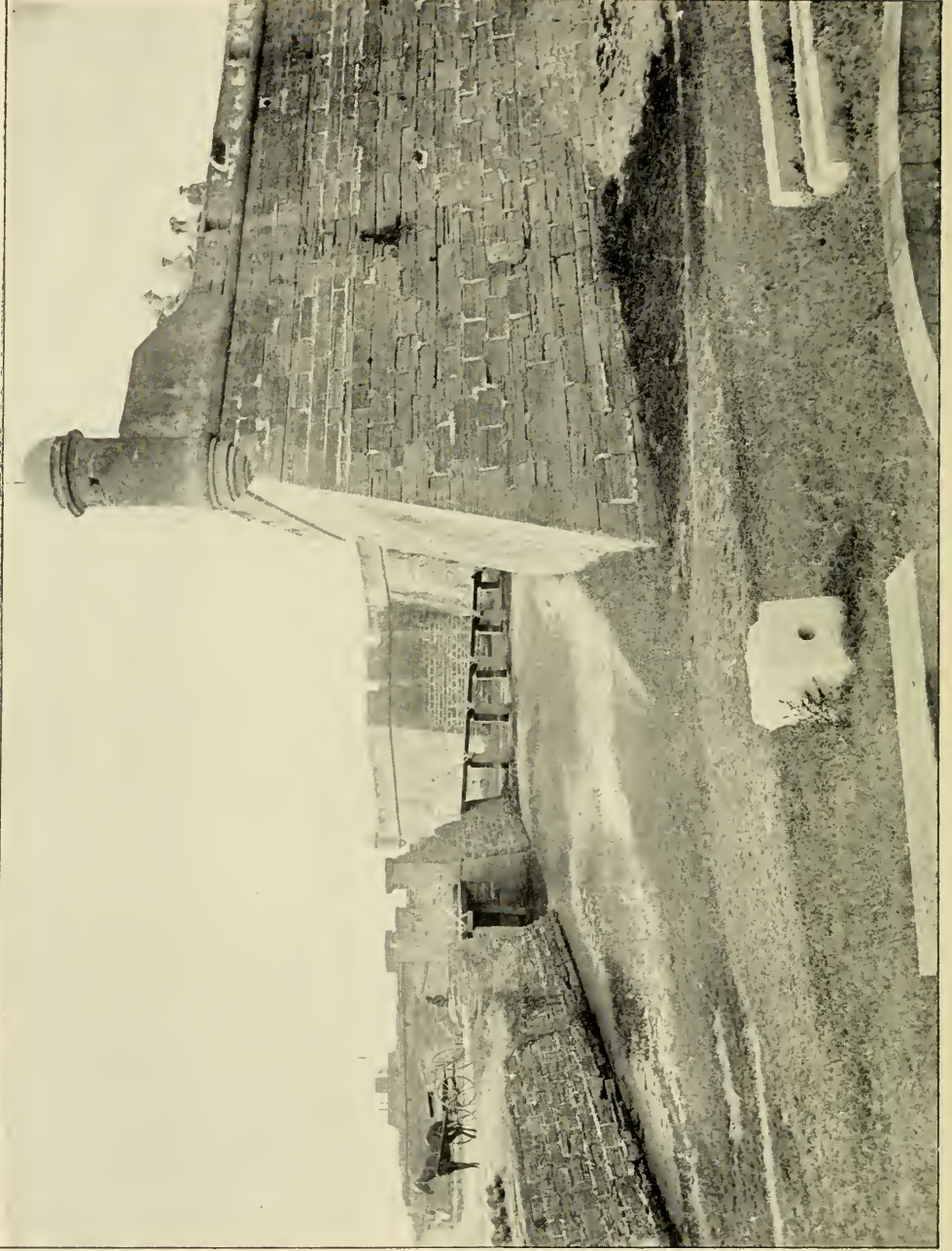
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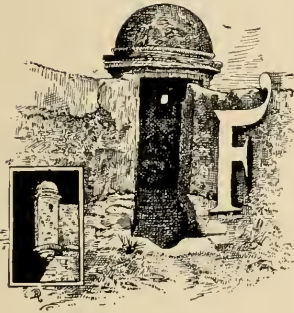
IN OLD ST. AUGUSTINE.
The old house on Hospital Street.



FORT MARION—BASTION AND MOAT.



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.

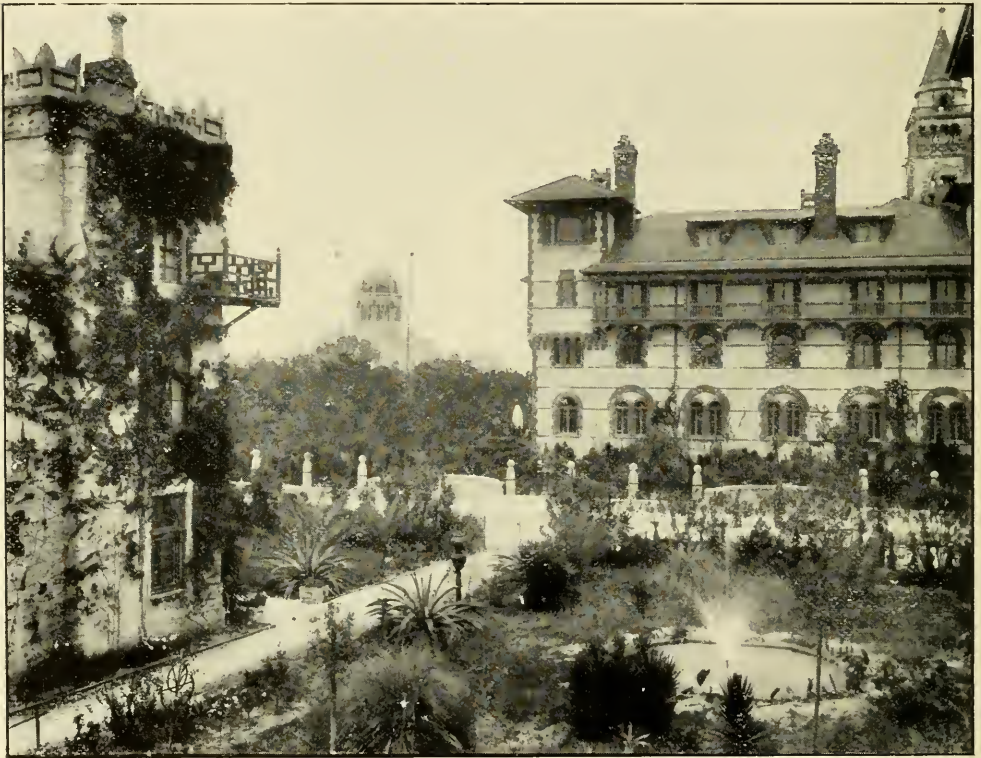


CHARLOTTE STREET, ST. AUGUSTINE.

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 · JOSEPHI · 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.



THE VILLA ZORAYDA.



THE FLORIDA HOUSE.



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.

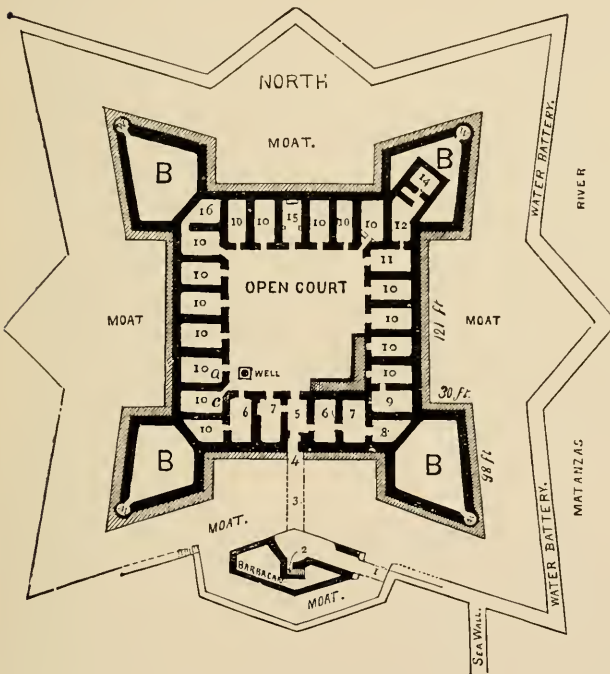
Surrounding the fort on the three land sides is an immense artificial hill of earth, called the glacis. From the crest of the glacis on the southeast, a bridge, formerly a drawbridge, leads across part of the moat to the barbican. The barbican is a fortification, surrounded by the moat, directly in front 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 GOVERNADOR Y CAPITÁN DE
ESA CIUDAD DE SAN AGUSTÍN DE LA FLORIDA E SUS PROVINCIAS EL MARESCAL DE CAMPO DON ALONZO
FERNANDO HEREDIA ASI CONCLUYO ESTE CASTILLO EL AÑO DE 1756 DIRIGIENDO LAS OBRAS
EL CAPITÁN 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 barbacan to glacis. 2, stairway to barbacan. 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 10c 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.)

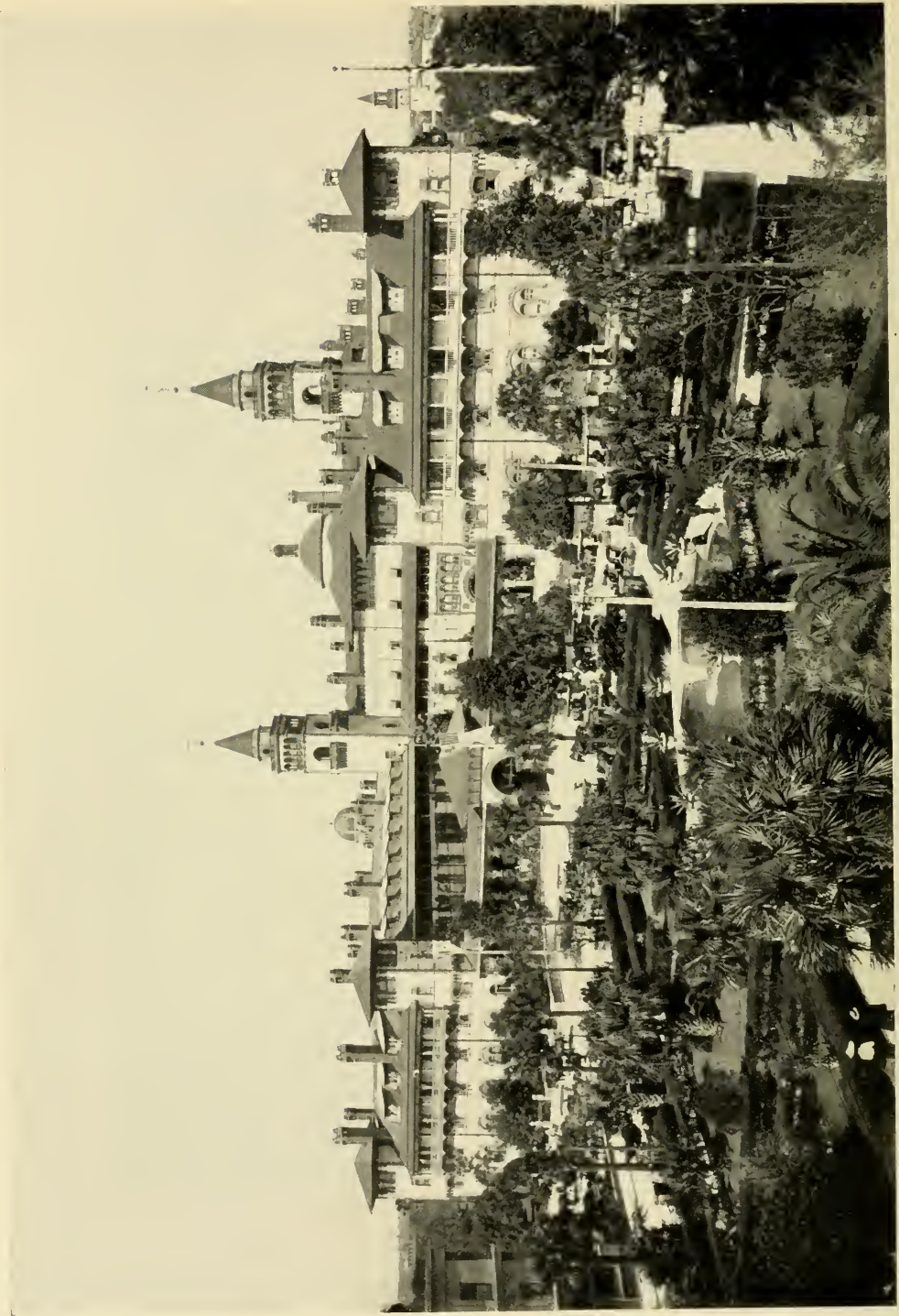
"The life everlasting."

(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.

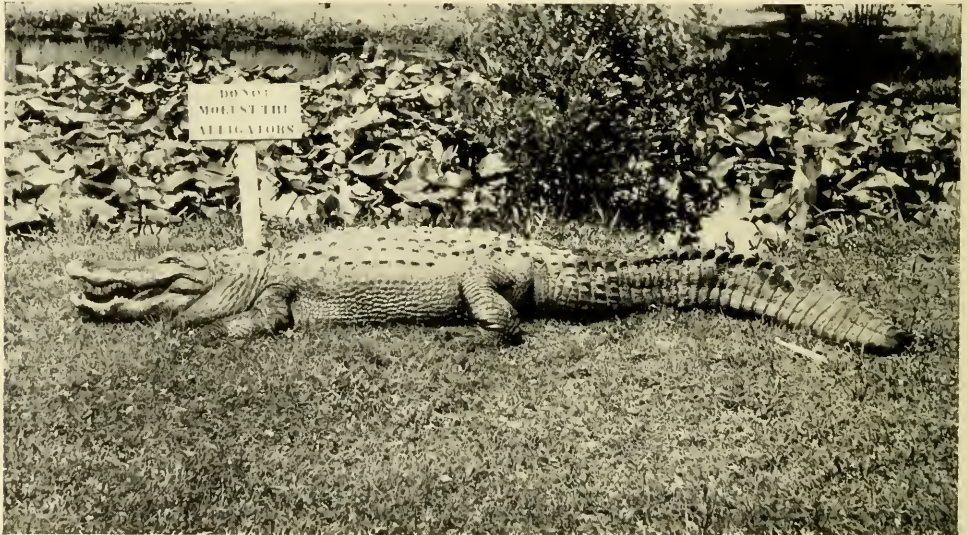
On each end, north and south, of the central dining hall is a panel of dancing Cupids, with roguish faces and outstretched hands, representing the feast; some extend clusters of luscious grapes, and bread and cups of wine in welcome to the guests, while others ladle steaming *olla* from great Spanish *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.



"BIG JOE"—WATERWORKS PARK, JACKSONVILLE.
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THE SIGN OF THE QUESTION MARK

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THE SAN JUAN, MATANZAS.

AN EXCURSION TO MATANZAS, CUBA.

MATANZAS is second only to Havana in interest for the tourist. The place has peculiar beauty of situation and surroundings. The Yumurí Valley is one of the famous landscapes of the globe. The Bellamar Caves rank with the most marvelous of the world's caverns. He has not seen Cuba who has not seen Matanzas. By no means should the Matanzas excursion be omitted from one's itinerary.

The city is reached by a pleasant ride of 54 miles on the United Railways of Havana. One may make the trip with freedom from care and responsibility, by the personally conducted excursions, which are arranged daily under direction of Mr. Foster's Havana office. The excursions are accompanied by a competent, intelligent and courteous conductor, who assumes entire charge of the details of the trip.

There is not a dull minute in the day. The railroad traverses one of the most interesting of Cuba's country districts, where the scenes are as pleasing and attractive as they are strange to the northern eye. On all sides are the royal palms, lending their characteristic grace and dignity to the picture. The cane-fields, surprising in extent, are scenes of active industry, for this is the sugar harvest, and the busy mills with black volumes of smoke belching from the tall stacks, give some hint of the magnitude of Cuba's enormous sugar crop. Orange groves laden with golden fruit, cocoanut palms, and varied fruits, and vegetable gardens diversify the land; and as the train approaches Matanzas, fields of sisal hemp (henequin) are seen. Hemp growing is a new enterprise in Cuba and one which bids fair to assume great importance.

Arrived at Matanzas, carriages convey the excursionists through the city, and to the Hermitage of Montserrat, the Bellamar Caves, and other points of interest.

All of these are fully described in the *Standard Guide to Cuba*, in the chapter devoted to Matanzas (pages 101 to 112), which the intending visitors will do well to read.

THE BELLAMAR CAVES have lately been thoroughly cleaned and an electric lighting system has been installed. Their fame as Cuba's greatest wonder, and their comparison to the Mammoth Cave of Kentucky, are merited; indeed, many people consider them to be more wonderful than the Mammoth Cave.

The excursion ticket covers every expense. It includes:

Railway fare,

Carriage to hotel,

Breakfast at hotel (Paris or Louvre),

Carriage ride (3 hours) about the city, and to Hermitage of Montserrate, Yumurí Valley, Paseo de Marti, and Bellamar Caves.

Passage through the caves and return to station.

Returning to Havana at 6 o'clock P. M.

Tickets for the daily excursions to Matanzas may be had at Mr. Foster's offices: Jacksonville, St. Augustine, Daytona, Palm Beach, Tampa and Miami, Fla., and in Havana, corner Prado and Central Park, Camagüey Hotel, Camagüey.

First class, adults, \$11.00; third class, adults, \$8.00.

First class, children, \$7.50; third class, children, \$5.00.



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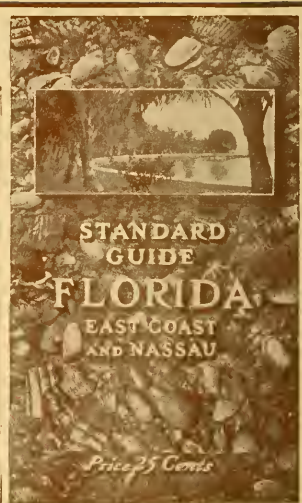
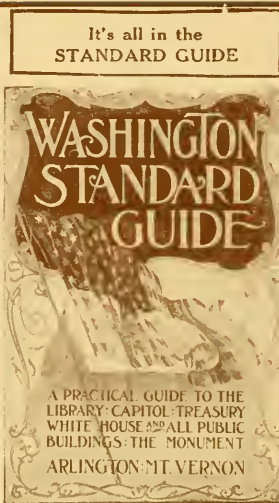
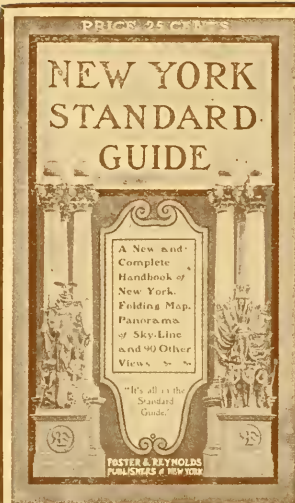
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HOTEL CORDOVA, ALCAZAR ANNEX—CORDOVA CORNER.

THERE are several pleasant drives about the city. One of these is through the gateway to the north, "around the horn," and return by the St. Sebastian. The time is an hour, and the fare \$1.50 for one to three in a party. Another drive is to Moultrie Point, on the shore, five miles south of town, the route being across the San Sebastian and through the pines and denser growth of the west bank of the river. This road has been laid out and is maintained by Mr. Albert Lewis, of Bear Creek, Pa. The time is two hours, and the cost \$3 for one to three people. Other drives are to the sea beach.

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 peruque 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, on the St. John's River, twenty-five miles from the sea, is the entering point for Florida from the north. 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 Clyde's St. John's River steamers ascend the river to Sanford, and the Independent Line of steamboats to Green Cove Springs. The great fire of 1900 swept over a large area of the city, entirely destroying 145 blocks, and blotting out many of the familiar landmarks; but from the ruins a new Jacksonville has arisen, more substantial, and in many ways more attractive than the old. The city has enjoyed long-established popularity as a tourist resort, and ample provision is made for the comfort of visitors. It has well paved streets, shaded by live oaks and other foliage trees, and there are many pleasant drives in the suburbs. A place of much interest is the Florida Ostrich Farm, where the breeding of ostriches for their feathers is an established and successful industry. Ostrich culture may here be studied in all stages, from the giant egg to the plucked plumes.

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.

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."

The growth of populaton in recent years has been phenomenal. The population in 1901 was 28,000; to-day it is estimated to be 65,000. In May, 1901, a conflagration destroyed 2,600 buildings with a loss of over \$15,000,000; the burned area has been rebuilt with 8,000 buildings valued at \$25,000,000. By such a showing is the spirit of the people exhibited and the expansion of the future assured.

As the gateway of Florida—for the principal railroad lines converge here and steamships make this their Florida port—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.

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."



A CHARACTERISTIC EAST COAST LANDSCAPE.
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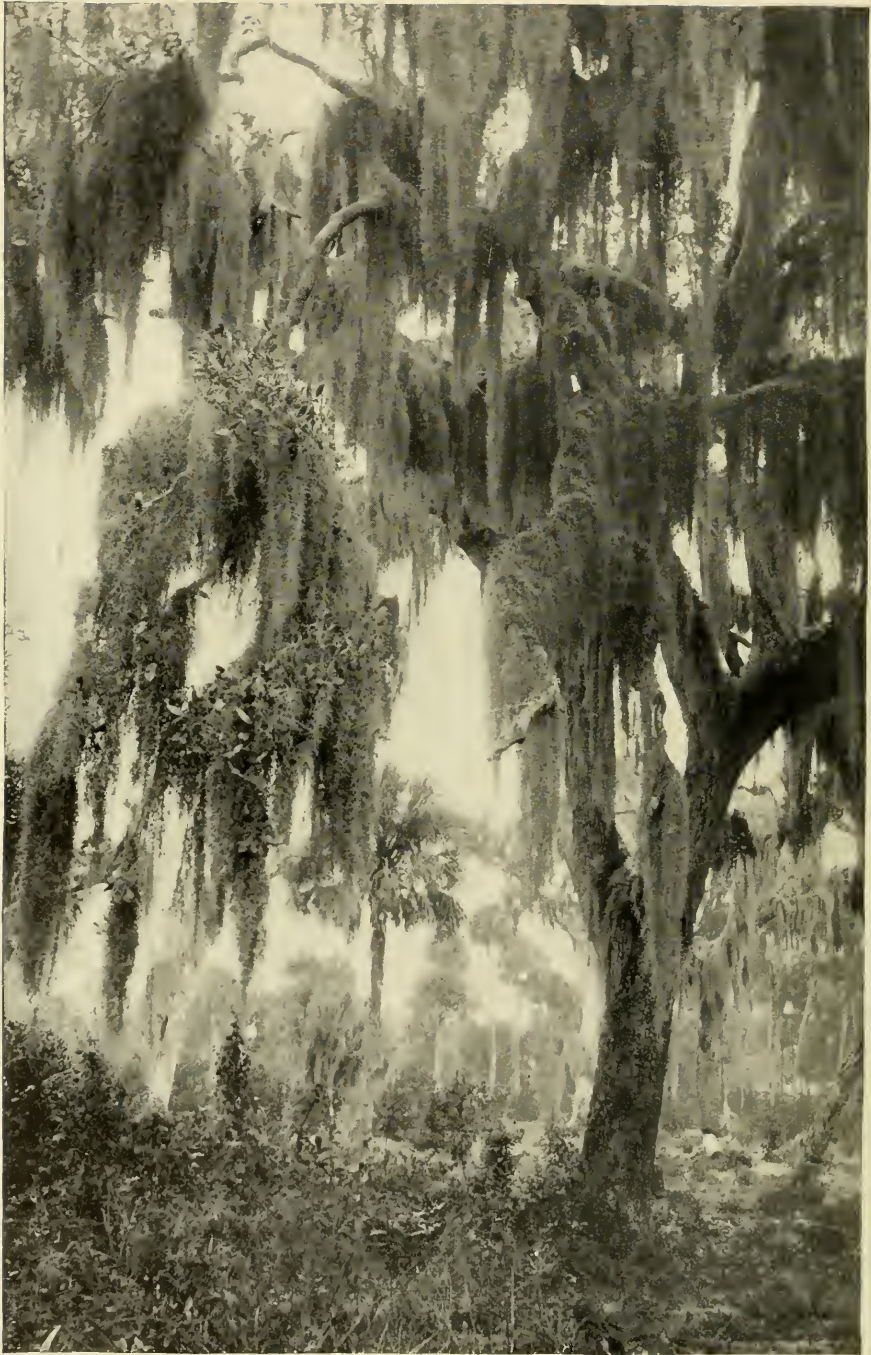
SILVER SPRING.

THE OCKLAWAHA 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.
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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 tally-ho hardly leaves 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 inexperienced 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. It may easily be reached by carriage or boat. Steamboat excursions up 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.



CLUB HOUSE OF THE FLORIDA EAST COAST AUTOMOBILE ASSOCIATION.

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, sheephead, sea bass, pompano, cavalle and other varieties.



THE MIRROR—TOMOKA RIVER, ORMOND

THE ORMOND-DAYTONA BEACH.

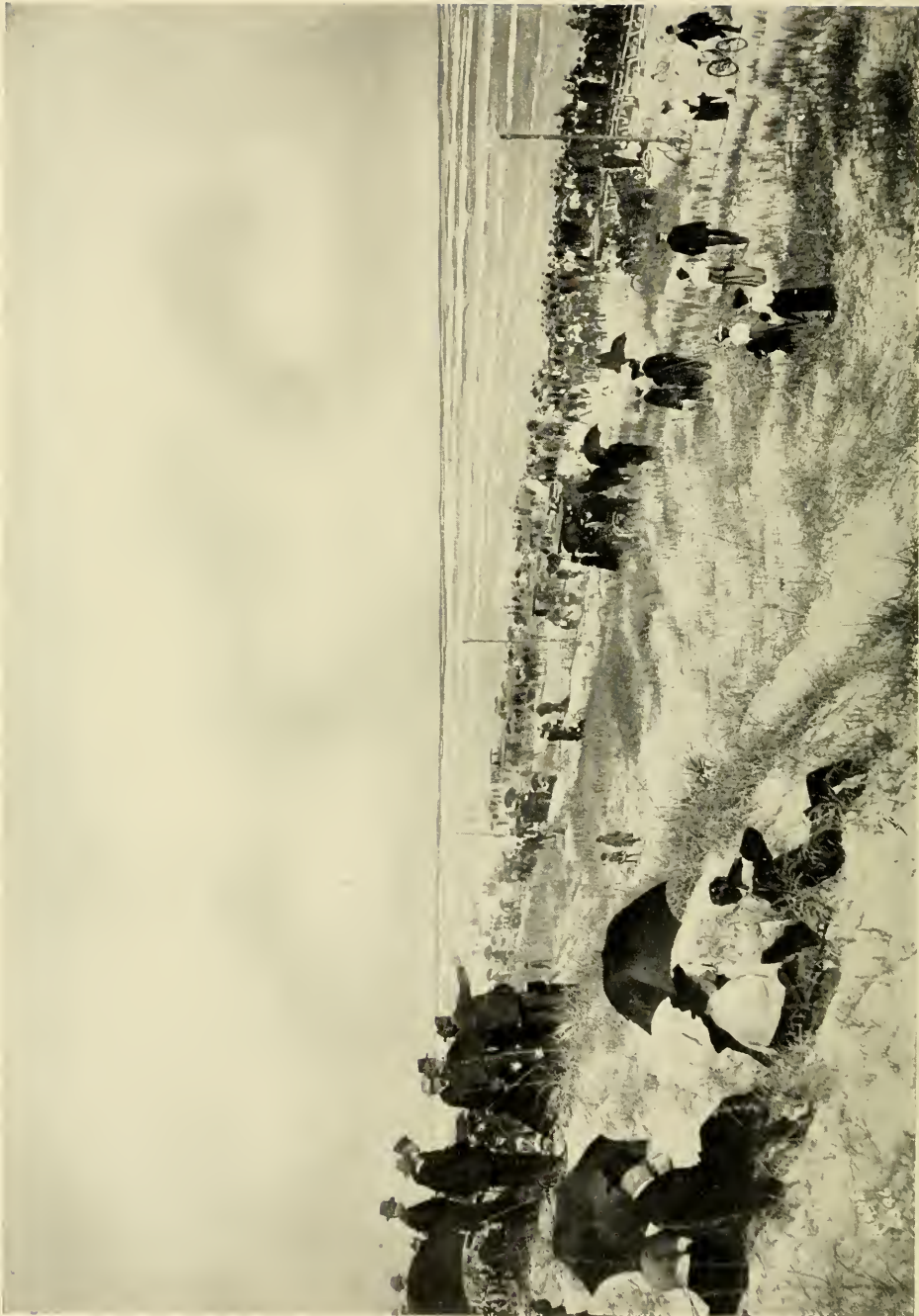
"Its sand is composed largely of the shells of the coquina clam, or Donax, peculiar to this part of Florida. The shells are about one-half inch long and very thin. For ages nature has been rolling them up, washing them back into the surf and pulverizing them. Examined under the microscope each particle 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 SPECTATORS IN FRONT OF THE CLUB HOUSE--ORMOND-DAYTONA MEET.



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.
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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 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.



THE BREAKERS.



RUBBER TREE—PALM BEACH.



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 redfish, 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.

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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 Cocanut 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 $2\frac{1}{2}$ 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.

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

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



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 1563.

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 Fin-castle. 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



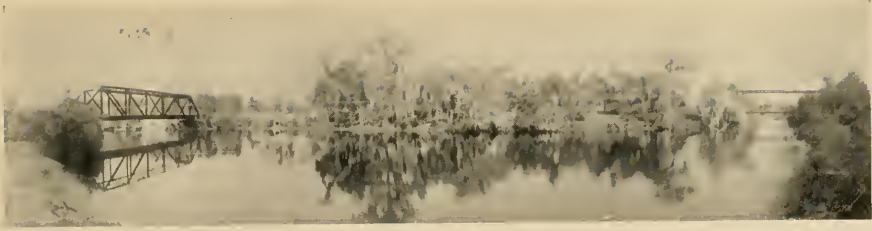
THE COLONIAL—NASSAU.



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.



HILLSBORO RIVER AT SULPHUR SPRINGS—TAMPA.

TAMPA.

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. The site is rich in historical lore. Four hundred years ago Narvaez and DeSoto landed on the shores of the bay, disembarking their troops and supplies, and made their way overland in search of the rivers running with gold. From that time on the territory contiguous to Hillsborough Bay and Old Tampa Bay was the scene of struggle of the pioneers to gain a foothold in the new land. The country was thickly populated with Indians, the last vestige of whom are seeking their final stand in the fastnesses of the Everglades. Their mounds of shell still remain as monuments to their primitive mode of "wireless telegraphy." From the keys off the south mainland, around the fringe of the Gulf for six hundred or more miles, these mounds stood high, and from them were wig-wagged signals, or smoke fires gave forth their codes.

For three hundred and fifty years, the beauties and advantages of this country laid dormant, but when its charms and possibilities became known, the North-world flocked to its hospitable shores, and to-day eighty thousand or more people populate Hillsborough County, of which Tampa is the county seat.

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. That these climatic conditions are an asset further than for health or comfort is attested by the location in Tampa of nearly two hundred cigar factories, making 300,000,000 high-priced clear Havana cigars annually. These factories are in Tampa because of its equable climate.

The city lies above the water of the bay, from ten to sixty feet, a natural crown, superbly jewelled by the hand of nature. Surrounded by verdant lands, studded by the stately pines, or the picturesque cypress groves, decorated by moss and vine like a bower of state, checked here and there with orchards of oranges and grape fruit, the city reposes in the sure retreat of a beneficent



PANORAMIC VIEW OF THAT PART OF TAMPA
City Park in foreground.

climate and splendid beauty. Southward lies the placid bay, its horizon a wavering thread of silver where dip blue-arching skies. Within this amphitheater lies Tampa—a city of splendid and picturesque homes, each with its vernal lawn and perpetual flower-decked garden, beautiful to the eye and charming to the esthetic sense.

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 where the swiftest ponies contend for supremacy for one hundred days each winter; Ballast Point, Sulphur Springs, where flows 50,000 gallons of water each minute; Palma Ceia Springs and DeSoto 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.



THE BEAUTIFUL ALAFIA RIVER—TAMPA.



LYING EAST OF THE HILLSBORO RIVER.
Hillsboro Bay to right.

Tampa has nearly one hundred miles of vitrified brick paving, and over two hundred miles of continuous hard-surfaced roads, and is the Mecca of automobiles. The drives border the bay, or river, and traverse along the orange groves, skirting long lines of blooming roses, miles of stately palms and the feathered plume-like pines. Here you pass under a bower of rugged old oaks festooned with Florida moss. The roads are endless in the charm of variety and constant happy surprises—vistas of delight and ways of pleasure.

From Tampa, by the coastwise steamers, making daily round trips, can be visited the famous West Coast resorts of St. Petersburg, Green Springs, Sarasota, the land of Manatee, the fortifications of Forts Dade and De Soto, Pass-a-Grille, on the Gulf of Mexico, where you can battle with the silver king, the tarpon, the gamest fish known, attaining 200 pounds' weight.

The fishing in the waters about Tampa cannot be excelled. Every known south sea fish abounds in these waters, from the little shiner to the black whale sixty feet long. Edible fish, like mackerel, drum, trout, red fish, grouper, pompano, jack, king, bonita, runners, rock hind, snapper, porgy, and a score of others are easy prey to the Izaak Waltons with a bucket full of minnows. There is spice in the sport, for you are as liable to hook a small shark, or a bone fish, or something else which is apt to set a nervous man back in his growth. There is also great fun in shark baiting, and in going after clams, scollops, turtles, stone-crabs, oysters and other sea foods.



CASINO AT BALLAST POINT—TAMPA.



FEDERAL BUILDING AND CATHEDRAL AT TAMPA.

The land sailor can get enjoyment by visiting the small lakes, where bream and perch and bass and other fresh-water fish are plentiful.

A few miles from Tampa, at Lake Butler, can be had wild turkey and deer, and other wild game. A side trip, ninety miles south, is the hunter's paradise.

Twenty miles west of Tampa is Tarpon Springs, and below it Clearwater and Belleaire, Dunedin, Ozona, and other resort towns. These places can be reached by rail. At Tarpon Springs 3,000 Greeks are engaged in sponging, and their kraals are very interesting to visit.

Twenty thousand tourists visit Tampa and its surrounding resorts each winter and find enjoyment every minute in its many attractions. There is not a dull moment.

Tampa's climate and its pleasures will always invite the health seeker and the tourist, but more surely will its advantages and resources invite the man in full health and strength who desires to invest his money and his best energy. Tampa is a playground, and, at the same time, another of America's workshops. Where the man of means brings his toys, the workman brings his tools.

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°.

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.

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. The town is noted for its salubrious climate and healthfulness, and for the enterprise, intelligence and high character of its people. The city is for miles surrounded by forests of the yellow southern pine, enriching the air with balsam.

EUSTIS, on Lake Eustis and surrounded by hills, has good shooting and fishing, with woodland drives and opportunities for boating. Mrs. Palmer's School, kindergarten and primary, has been established at Eustis for the children of resident and visiting families. Circulars of information about the school may be had at the Standard Guide Travel Offices. Eustis is on the Atlantic Coast Line; also reached by the Seaboard Air Line via Tavares.

KEY WEST is reached by steamer from Miami or Tampa. The island (Spanish *Cayo Hueso*—Bone Key) is a low coral island 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.

ALTAMONTE SPRINGS is located 138 miles south of Jacksonville on the main line of the Atlantic Coast Line Railway, in the center of Orange County. The country is high, rolling, pine-covered lands, dotted with hundreds of spring-fed lakes. There are 1,100 lakes in Orange County. Bearing orange groves are numerous.

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.

Some Shooting and Fishing Resorts.

ST. PETERSBURG, situated on the west coast of Florida, surrounded by the waters of Tampa Bay, within the influence of the mild and balmy breezes of the Gulf of Mexico, and the health breathing odor from the piney woods affords a most delightful place in which to spend the winter months.

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.

BOYNTON, twelve miles south of Palm Beach, affords good fishing, shooting and water sports.

COCOA, on the Indian River 173 miles south of Jacksonville, is a favorite point for sportsman and angler.

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

MAITLAND is in the lake district of Orange County. There is good fishing for bass and other fresh-water species, and quail, deer and wild turkey reward the sportsman.



A GULF TARPON.
From Forest and Stream.

On the Way Home.

SAVANNAH, with its twenty-four parks and its broad streets shaded with magnificent oaks, its many handsome residences, and its 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 inclusive is 54° F. at 8 o'clock A. M.

ATLANTA, GA., in its enterprise and growth as a commercial center, is typical of the prosperity of the new South. The tourist will find in the city and surroundings abundant interest and entertainment.

GREENVILLE, S. C., has well appointed golf links, with many miles of good roads, where pleasant scenery and an agreeable climate make automobiling a delight.

FLORENCE, S. C., has a delightful winter climate, and is at a point where the coming of the first days of spring imparts a peculiar charm to the soft southern air.

CHARLESTON is full of objects of interest to every American. 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 new fortifications just finished by the United States Government 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 its 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 chimneys and tall tower.

CHATTAHOOGA 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 view from the bluff of Lookout Mountain is one of the most imposing and at the same time one of the most beautiful mountain prospects to be found in America.

SOUTHERN PINES, in the Sand-Hill region of North Carolina, has had a steadily progressive growth in the favor of tourists as a convenient and advantageous stopping place between North and South. The situation is high and dry, there are ozone-giving pine forests, and the climate in the autumn and spring months is mild and enjoyable.

"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.

HOT SPRINGS, thirty-five miles from Asheville, takes its name from thermal waters which are of established repute. As a tourist resort the place has also the attractions of an agreeable climate and the provision of outdoor amusements.

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 last 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.

HOT SPRINGS, Virginia, on the Chesapeake & Ohio Railway, is at an elevation of 2,500 feet in a picturesque valley, amid magnificent mountain surroundings. The springs, which give the place its name, have been famous for generations; to-day Hot Springs maintains its prestige as one of the most important and fashionable health and pleasure resorts of the continent.

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. At Mr. Foster's office are issued coupon tickets including the round-trip fare between Havana and Matanzas, an excellent lunch, a volanta (or carriage) drive through the best streets of the town, and to the Yumuri Valley and Bellamar Caves, and admission to the caves. Parties leave Havana daily under the conduction of a competent guide-interpreter.

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 RAILROAD TO KEY WEST.

THE most notable railroad enterprise now in progress, and one of the most remarkable ever undertaken, is the extension of the Florida East Coast Railway from Miami to Key West. Some details of the work, which is now in course of construction, are given in a report by Thomas P. Ghastry in the Baltimore Manufacturers' Record. Mr. Ghastry quotes Mr. Flagler as saying:

"I have long thought of a railroad to Key West, but the engineering difficulties seemed insurmountable. When the Panama Canal was decided on I determined to put to an engineering test the practicability of a railroad from the mainland of Florida to the port of Key West. Tides, currents, winds, all sorts of things, had to be reckoned with. The survey has been made, the practicability proven, and New York and Key West are to be connected by rail. Here is a memorandum from my engineers showing what it all means."

The facts of the memorandum are these: The distance from Miami to Key West is 154 miles. Of this, 28 miles is completed to Homestead, the present terminus of the road.

The work from Homestead south is made up in round numbers of 60 miles rock embankment through the waters separating the mainland from Key Largo and through the waters separating the different keys.

There are to be four concrete viaducts 31 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, 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 to be 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 will be 25 feet. To that should be 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 to be 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, however, the railroad traverses only 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, Rockland Key, Boca Chica, Stock Island, and Key West.

There are a number of other keys in plain sight of the line of the road which the road does not traverse. Many of these keys are beautiful, being covered with groves of coconuts, pineapples, etc.

Terminal facilities at Key West will 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 will furnish berths for forty ships 400 feet in length with a depth of water ranging from 20 to 30 feet. Mr. J. C. Meredith at Miami, Fla., is constructing engineer in charge of all the work.

By JOHN BANNON in Manufacturers' Record.

It is within the realm of conservatism to say that at no previous period of the world's history, referring to construction or engineering undertakings, can a parallel case be cited. The bold conception of connecting Key West with the mainland is now rapidly maturing from an idea to a concrete fact.

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 man whose enterprise and capital were equal to the occasion in deciding to accomplish this great work, realizing that an undertaking of this character, the successful completion of which would place his railroad system in the forefront as a trunk line, was also alive to the fact that criticism, strong and pointed, would be aimed at the impracticability of building a roadbed mounted on a viaduct thirty feet above the sea level, with the supporting columns running into the depths twenty-three feet, with foundations in the form of anchorage in solid rock below this. But a study of the plans and specifications of the work now well under way will convince the most skeptical that when the whistle of the Florida East Coast Railroad locomotive sounds over the surging waters no more solid nor safe railroad will exist. From the coral rocks beneath, of which they will become a concrete part, will rise majestically over the waves a series of columns of such an impenetrable and irresistible nature that the topmost portion of the structures, the roadbed, will be as oblivious to the effects of the fiercest storms as Pike's Peak. However strong the winds may blow or the waves lash, the Florida East Coast Railroad trains will be enabled to pursue their aerial course undisturbed and with absolute safety.

The anchorage or base of each column will rest on sixty pine piles. These latter, with iron-pointed shoes, will be steam-hammer-

driven clear through the solid rock. Cofferdams of suitable size for caisson work, for the withdrawal by suction of water, will enable the engineers to charge the enormous receptacles with crushed rock, sand and cement in suitable proportions, together with the necessary quantity of steel rods. Two hundred and fifty thousand barrels of cement and 7,000 tons of steel rods have been contracted for use in this work, several heavy consignments of which have already arrived. This order for cement is said to be the largest ever given for a single undertaking. All this, however, is but one of the features of the engineering work under way. South of Homestead there are twenty miles of mangrove swamp. The railroad must run over this portion of the route to connect with Key Largo. To form a solid roadbed at this point, which necessitates an enormous amount of dredging and filling in alternately, will prove a tedious as well as an extremely difficult piece of work. A number of dredges are now in operation removing the apparently bottomless slush of sea mud and replacing it with crushed rock, sand and cement. Hundreds of thousands of tons of this material will be transported from the Hudson River, New York, Mobile, Ala., and South Carolina. The engineering difficulties which this work presents are probably as great as those entailed in constructing the railroad over the waves. The moving and shifting nature of the slimy material which forms the mangrove swamp renders the dredging and excavating before solid underground is secured one of the most difficult and arduous portions of the work which will be encountered. Work in this respect is proceeding rapidly, and if crushed rock and sand, knit by a liberal proportion of cement, resting on solid bottom, will not form a concrete mass offering a secure and inviting surface for a railroad bed, nothing will. However, there is no question as to the practicability of this, basing my statement on the conclusion of a number of engineers of international fame.

The road was completed in January, 1908, to Knight's Key, 110 miles south of Miami; and from here steamers sail directly for Havana.

TARPON FISHING AT FORT MYERS.

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.

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 most

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 "northerners," 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.

In the excessively clear waters of the East, fish have every opportunity to see the angler and his line, and they do not fail to make the most of them. As a consequence nearly all are extremely shy and madden one by the calmest indifference to the most seductive baits. To obtain success one must get his bait to the fish while himself at a considerable distance, and this must be done either by trolling or by making a long cast or letting the sinker run down with the tide, and the bait lie on the bottom until a fish strikes. Of course a running sinker must be used, so that the lightest nibble can be felt. If these fish were surface feeders, one could have ideal sport with the fly, and I understand that this has been successfully tried by one or two anglers when fishing in shallow waters. There seem to be few large flies in the country, and the fish live on minnows or crustaceans, so the fly is not offered to them as a fly, but as a strange moving, and therefore living, object, which is presented and snatched away until a rush is made at it and the unwise investigator is hooked in consequence. Mr. Dimmock, whom I met at Marco, and who has done wonders with the

camera and with the spear, tells me that he has had excellent sport with channel bass and small tarpon by using the fly in this manner.

In the channels between the keys fishing is greatly dependent on the state of the tide, as fish seem to travel back and forth with the currents while feeding, and when the tide is running strongly it is very difficult to feel the delicate nibble which is usually all that is given. Slack water and the hour or so preceding and following it is the favorable period, and if fish are not taken then you had better try some other place. On the outer reef this is not so much the case, and one can often find success at any stage of the tide. Florida fish are, however, very freaky and uncertain, like most other fish, and often choose their time for biting and for refusing to do so without apparent reason; but patience and diligence will bring success in the South as in the North.

As most of these fish are bottom feeders, a pretty heavy sinker is usually necessary for still-fishing, and this dead weight is of course a nuisance in fishing and a great hindrance and disadvantage in playing a fish when hooked. In the channels and shoal water one can generally use moderately light tackle, though it is always possible that you may hook something large enough to endanger your rig. On the reef to use light tackle is to court disaster, as you are practically certain to strike a monster that even the heaviest rig will barely save. At Alligator Reef my companion had his line broken twice, and twice had the full two hundred yards carried away by some irresistible power. Having never before used a tarpon rod or a twenty-one thread line, I grew to think them equal to any strain that could be exerted, so twice had the line broken at the leader knot through holding big amberjacks too tight, and, having hooked two big sharks while trolling for kingfish, succeeded in both cases in breaking the line without losing much, more by good luck than by any skill.

Some months ago I was asked to join in a discussion as to whether fresh or salt-water fish were the stronger. Having then had but little salt-water experience, I did not feel

qualified to express an opinion. Now, however, my conviction is fixed beyond shaking that the salt-water fish, weight for weight, is greatly the more powerful. No one who has seen the rushes and leaps of a barracuda, felt the mighty surges of an amberjack or the wild dashes of a kingfish, can for a moment doubt that to any of these the heaviest salmon tackle would be as a thread of gossamer. Using a 24-ounce 6-foot tarpon rod and a multiplier holding 200 yards of 21-thread line (tested to a dead pull of 42 pounds), and equipped with a pad brake, I have repeatedly had more than a hundred yards torn from the reel, in spite of the greatest pressure that my thumb on the brake and my gloved left hand clasped around line and rod, could possibly exert, by fish that proved when gaffed to weigh only twenty pounds or thereabout. After playing and landing my largest amberfish—four feet long and weighing forty-five pounds—my left arm at the elbow ached very sharply, and I actually had to rest for ten minutes before daring to risk it in another such struggle. Our fishing was done from the big launch and was difficult in consequence; it would have been much easier if done from small boats which the fish could tow.

The play of the great pelagic fishes caught on or outside the reef is interestingly different. The barracuda, sabre-toothed and pike-like, makes fierce and long side runs, and often leaps repeatedly clear from the water; the kingfish, splendid in blue and silver and iridescent with pink and purple, takes the bait with a rush that often carries him ten feet clear of the waves, the squid in his jaws, and then dashes wildly from side to side, away, down, up and everywhere. The amberjack does not leap, but marches away with a force that nothing seems able to check, utterly refuses to yield to pressure, never seems to tire, and is of all fish I have met, the one that fights longest and steadiest, with a fund of reserve power that it seems impossible to exhaust. The huge grouper, battleship of fishes, resists heavily and immovably, and is only too apt to get into a rock and leave you trying to lift the State of Florida.

CAST UP ON THE FLORIDA SHORE.

IN the Atlantic Ocean, about sixty miles due east from the Florida coast, are located the Bahama Islands, and between these and the coast is a great thoroughfare or track of vessels, both steamers and sail craft, engaged in commerce or transportation between the northern cities and the Gulf of Mexico, the isthmus of Panama, the West Indies, northern South America and California. These vessels are, from time to time, exposed to the terrible storms and hurricanes which prevail at certain seasons of the year, and in spite of the greatest care and precautions, are not unfrequently wrecked and driven ashore, or, escaping this, are compelled to throw overboard more or less of their cargoes to avoid destruction. The prevailing easterly winds, and the Gulf Stream which sets in closer to the Florida coast—near Jupiter Inlet—than elsewhere, causes a large percentage of such "burdens of the sea" to be carried on that coast, between Cape Canaveral and Biscayne Bay, a distance of some two hundred miles; and the shore between these points seems to be literally lined with the debris of wrecked vessels, or their cargoes, at times almost buried in sand; and, again, after change of wind, and a heavy sea, so exposed, that one could almost walk for miles on the planks of old wrecks which have been accumulating for hundreds of years. Formerly there were few or no settlers along the coast, and only now and then a solitary "beach-comber" (one who gains his livelihood by gleaning from the seashore), or, perhaps, some shipwrecked sailors, or a few wandering Indians, ever appeared to note what might be cast ashore. But since the country near the coast has become peopled, the settlers regularly walk the beach, particularly after a storm, gathering up whatever they find worth saving, and carrying it above the reach of the waves, where it is left until a convenient season for taking it home, and by common consent, such removal above high-water mark, establishes ownership. Many of the dwellings along the coast are built of lumber and timber thus saved; and no small quantity of family stores are thus gathered; firkins of

butter and lard, cans of fruit, boxes of sardines, barrels without number, demijohns of brandy, crates of garlic, bales of cotton, and when, as sometimes happen, a large steamer goes ashore, the beach is strewn for miles with goods and merchandise, and people gather, from far and near, to get what they can from the wreck.

A ramble along the unfrequented beach is always interesting, and somewhat exciting, and would drive away the blues from the veriest misanthrope in existence. The dashing of the huge breakers, the movements of mammoth sharks, the vast schools of mullet, the graceful flights of the uncouth pelican, the tumbling porpoise, and the hundreds of sea-gulls on the ocean side, while shells, in almost myriad forms are strewn along the sands, and an ever-varying succession of articles washed ashore, and going to decay on the bank above, all combine to make up a scene of interest.

The most common and plentiful articles to be found are bottles—bottles of every size and shape and color, round, square and oblong, nearly all empty, most of them having a suspicious smell, when uncorked, of gin or brandy, but the contents, if any, are usually too salt to be palatable. Sometimes a bottle comes ashore, in which, sealed tight, to keep dry, is a record of some vessel foundered in a far-away sea, or of human beings, in a distant part of the world, reduced to dire extremity, and trusting to this as their only hope of making known their fate. Sometimes a board is found, on which is written in blood, the name of a vessel, and the record, "Foundered at Sea," with name and date, and this is all that is ever known of a staunch vessel, and gallant crew.

Children's toys, crutches, ladies' bonnets, lead pencils, shoes and stockings, and old-fashioned hoop skirts, are not uncommon, while, occasionally, the old hulk of a Spanish galleon, which has been buried in the sand for years, is uncovered, and the silver and gold, which it may have carried, is sometimes brought to the surface. Trunks, filled with valuables, have been carried up on the beach, and instances are known where large sums

of money have been found in them.

Cocoanuts come ashore, and after lying buried in sand for a time, sprout and grow, until transplanted by the settlers to a more congenial spot. Sea beans, vegetable-ivory, and other nuts and fruits are common, all along the coast. Strange fish, which can be

likened to nothing else on earth, are mingled with the debris; and a collection of relics from this coast would represent almost all nations, but all tell a tale of suffering and disaster, which can but sadden the thoughtful, and awaken the sympathies of all.

BOSTON FLORIDIAN.

DRAINING THE EVERGLADES.

THE draining of the Everglades is a project which has long engaged attention. In 1855 the Florida Legislature created the Board of Trustees of the Internal Improvement Fund, to whom was intrusted the drainage, reclamation and internal improvement of the public domain, embracing nearly twenty million acres, which had been granted to Florida by Congress in 1841 and 1850. In 1856 Lieut. J. C. Miles, in a report to Secretary of War Jefferson Davis, wrote of the region: "An area of about 4,000 square miles, embracing more than half the portion of the State south of Lake Okeechobee. The sub-soil 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 impene-

trable, but it is intersected by numerous narrow tortuous channels that form a kind of labyrinth, where outlets present themselves in every direction, however, terminating at long or short distances, in impenetrable barriers of grass. The surface water is quickly affected by rain, the alternate rising and falling during the wet seasons being very rapid. The difference of level between highest and lowest stages of water is from two to three feet."

The Everglades lie in a depressed basin which is cut off from the Gulf and the Atlantic by a run 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 run 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 Chocklukie and Caloosahatchee on the west. The reclamation of the region by providing artificial canals to draw off the water has been discussed as a feasible engineering work. A proposition to do this as a State enterprise was submitted to the people of Florida in 1906, and the measure was defeated in the election of that year.

FLORA OF PALM BEACH.

From the Palm Beach News.

THE first impression of Florida, gained by a view from the windows of a Pullman, is one of long-leaved pine, cypress and palmetto. The conclusion is that the native flora is somewhat limited. The second impression of the visitor is equally erroneous. Alighting at Palm Beach in the midst of a tropical paradise, he is bewildered by the beauty and luxuriance of cocoa palms, date palms, hibiscus, oleanders, screw pines, sapodillas, bougainvillæa, and a multitude of species varying in a thousand hues and forms.

Yet these are all exotics, brought from the West Indies, South America, Japan, India, China and the South Sea Islands. All thrive and bloom and fruit as profusely as if the soil had been their home through centuries of evolution; yet a quarter of a century ago not one was here.

But on some gentle day in March, when the trade winds have begun their seasonable sweep over the Florida coast, bringing the scent of spring, and causing native shrubs and flowers to put on a new dress of green and open the buds of odorous flowers, it is worth while to stroll through the wild paths of the hammock with open eyes. There is many a thing to be seen.

To one who has a love for botany, a pocket microscope is an all sufficient companion.

Naturally the first to call attention to themselves are the trees. In the depth of the jungle are many fine varieties of hardwoods, well adapted to the art of the cabinet maker. Scattered among them are palms and other trees of soft grain or fibre, less valuable, but equally curious and interesting.

On the height of the hammock, swept and stunted by the salt wind, are other species dwarfed to the size of shrubs, eking out a bare existence in constant struggle with the barren soil, the pitiless wind and the encroaching ocean.

Only one member of the palm family is native here, the Sabal palmetto, or cabbage palm, including two or three dwarf varieties and one magnificent tall tree that lives to the age of a hundred years, nourishing with its long spikes of honeyed yellow flowers, gen-

erations of wild bees, and feeding the raccoons with its black berries. As the tree increases in height, lifting its long-stemmed palmate leaves higher and higher, it carries with it a multitude of drooping ferns that take root in the curious boots, formed by the stems of the dead and discarded leaves.

Sometimes a bird drops in one of these boots a fig, stolen from a neighboring banyan, and high above the ground it sprouts, puts forth insinuating roots that creep downward, wrapping the palm in a deadly embrace, until they find the ground and grow into a great buttressed trunk, completely enveloping the palmetto, bearing it oftimes to the earth, or plucking it up bodily by the roots.

The banyan is a parasite, an air plant first, then living on another tree, and finally branching out into independent life as a forest monarch, with an ever-increasing number of buttressed trunks and props and snaky limbs. It belongs to the mulberry family, of which the fig is a member, and bears little red fruit in great abundance with a pleasing acid taste, something like the fig of commerce. It has another interesting relative in the rubber tree of commerce, which it much resembles in appearance and in the milky juice that flows readily from any wound.

Its first cousin, the mulberry, grows luxuriantly through the hammock, its masses of juicy berries furnishing a luxury much loved by Mr. Ursus Americanus, the black bear, who still has his haunts in the woods at the south end of Lake Worth.

Along these forest trails one also sees the gumbo limbo or naked tree, curious for its smooth trunk, the thin papery green bark of which peels off in shreds and tatters, showing a solid brownish-red beneath. Near it is its cousin, the "poisonwood," possessing similar pinnate leaves and green berries, but with a deadly milky juice that blackens and poisons the unlucky skin it touches. Next there stands a great tree with rough red bark, and beautiful oval leaves, six or seven inches

long, its yellow flowers breathing forth a perfume as delicate and sweet as that of roses. Crush one of the leaves in your hand and recognize the familiar odor of the red bay, famous since the day that aged Priam sought its protecting shadow in the sack of Troy.

Among the hardwoods are the hypelate, or inkwood, the ironwood, with fine white grain and jet black heart, the native mahogany, the wild lime, a thorny shrub whose severed trunk shows concentric rings of yellow and golden brown, the staff tree, the red stopper, with leaves that exhale an odor unpleasantly like that of the too familiar black and white pussy of the woods, and many others.

Along the shore grows the mangrove, whose cigar-shaped "adventitious roots," bearing the bud, go dancing with the tide to every muddy creek and bayou on the coast.

In the thicket are sea grape and pigeon

plum, two noble trees, bearing fruit that serves to make a very good wine. It is hard to believe that these great trees are first cousins to the familiar buckwheat of Northern farms, yet such is the case.

Under the shadows of the forest is a tangled mat of wandering-jew, and ferns as beautiful as any Boston fern in any Northern hot-house. Springing up among them is the coffee, by turns with beautiful white flowers, or wine-colored berries, whose little seeds but await the horticulturist to make them as famous as their brothers in Arabia.

These are but a few of the wonders of the jungle. Penetrate it for yourself—study the magnificent old trees, note the curious variety of blossom and fruit, include in your review the trailing vines, grape, Quaker-bean, the chiococca, or wait-a-bit, and despise not the humble flower that blossoms before your feet.

THE BOCA GRANDE COUNTRY ON THE WEST COAST.

The Charlotte Harbor and Northern Railway was commenced from Boca Grande about three years ago. The road was completed to Arcadia, fifty-three miles north of Boca Grande, and had that point as its northern terminus until March, 1909, when an extension of the line was commenced to Plant City, sixty-five miles north. Plant City will be reached and the line opened for operation to that point in March, 1910. The line runs through an extensive territory of excellent long leaf yellow pine forests, heretofore untouched by the naval stores and sawmill operators. It also opens a rich agricultural section to homeseekers, and taps and brings nearer to market numerous large orange and grape fruit groves planted by the pioneers who sought this section years ago ahead of the railroad on account of the lands being specially adapted to the culture of citrus fruits. These groves are now full bearing and are giving handsome returns to the well directed efforts of the owners. The line also penetrates the rich phosphate fields of the Peace River Country, and further north runs

through the heart of the rich Bora Valley district.

Boca Grande is located on the southern port of the beautiful and romantic Gasparilla Island. With seven miles of beautiful sand and shell beach, washed by the surf of the Gulf of Mexico, in which surf bathing is indulged all the year, and on its eastern shore the beautiful and extensive waters of Charlotte Harbor, the largest body of inland water in the south with a direct ocean or gulf outlet, it has more than three hundred miles of water courses for yachting and sailing. At its main outlet at Boca Grande pass at the south end of Gasparilla Island, it has a depth of thirty feet and more of water, sufficient area to enable the whole American navy to enter and anchor in a safe landlocked harbor. It is the nearest deep-water harbor of this magnitude to the Panama Canal on the American continent. Boca Grande Pass is a famous tarpon fishing ground. There is an expanse of inside waters for yachting, sailing and fishing. In the extensive forest adjacent on the main land large and small game of all kinds abound.

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 30,000, about 50 per cent. white and 50 per cent. colored. The county is capitolally served by six 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 51.50 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, maple and other kinds of timber.

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 1908 totaled nearly \$2,500,000 and included corn, oats, hay, sweet potatoes, peanuts, velvet beans, rice, cotton, cane products, pumpkins and tobacco. At the 1908 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 suc-



Marion County Court House.



Marion County Cornfield.

cessfully 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 30,000 there are 5,828 pupils enrolled, or a fraction of over 19 per cent. There are in operation 106 schools, employing 152 teachers at a cost in 1908 of \$71,538.14. The school property of the county is valued at \$86,978.

Nearly all religious denominations are represented with an estimated combined membership of 9,000 and property valued at \$111,000.

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.

JACKSONVILLE.

Jacksonville, on the St. John's River, twenty-five miles from the sea, is the metropolis of the State, and in growing commercial importance is one of the leading cities of the South. The population in 1901 was 28,000; to-day it is estimated to be 65,000. In May, 1901, a conflagration destroyed 2,600 buildings with a loss of over \$15,000,000; the burned area has been rebuilt with 8,000 buildings valued at \$25,000,000. By such a showing is the spirit of the people exhibited and the expansion of the future assured.

As the gateway of Florida—for the principal railroad lines converge here and steamships make this their Florida port—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.

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

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.

ALTAMONTE SPRINGS is in Orange County, 138 miles north of Jacksonville, on the Atlantic Coast Line. With the highest elevation in the State, and surrounded by pine forests, this point enjoys a climate which is of peculiar benefit to convalescents. Extensive orange groves are all about, and the fishing and shooting will be found good.



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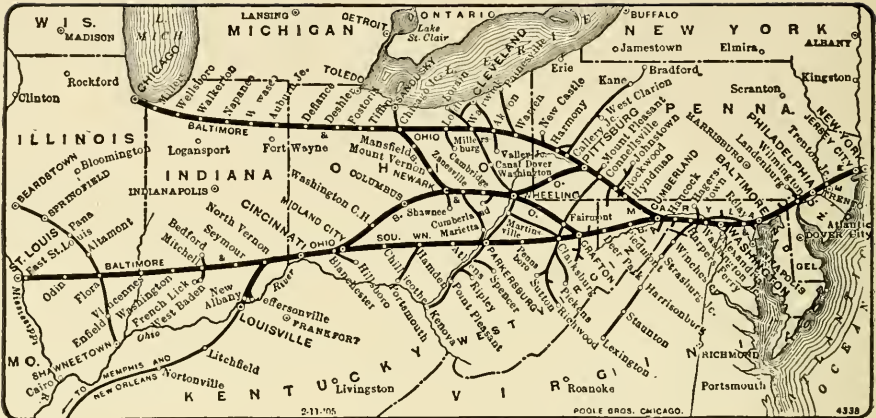
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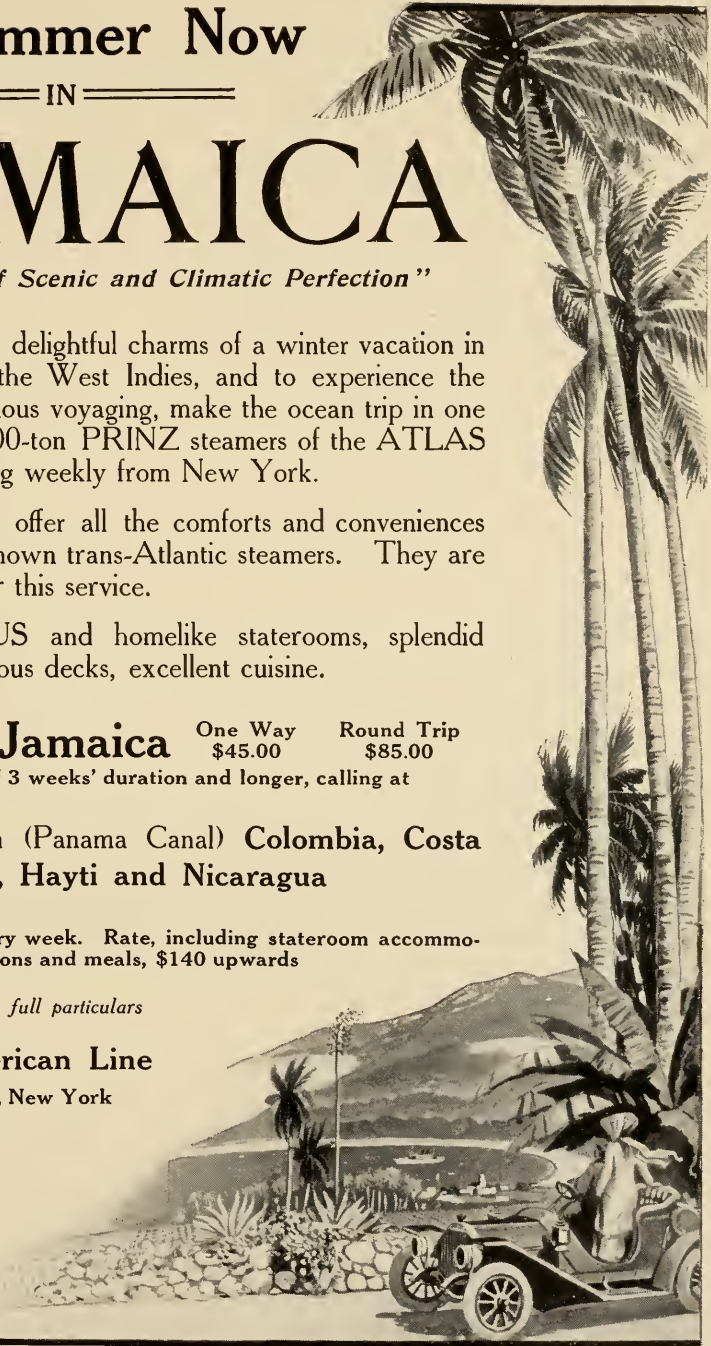
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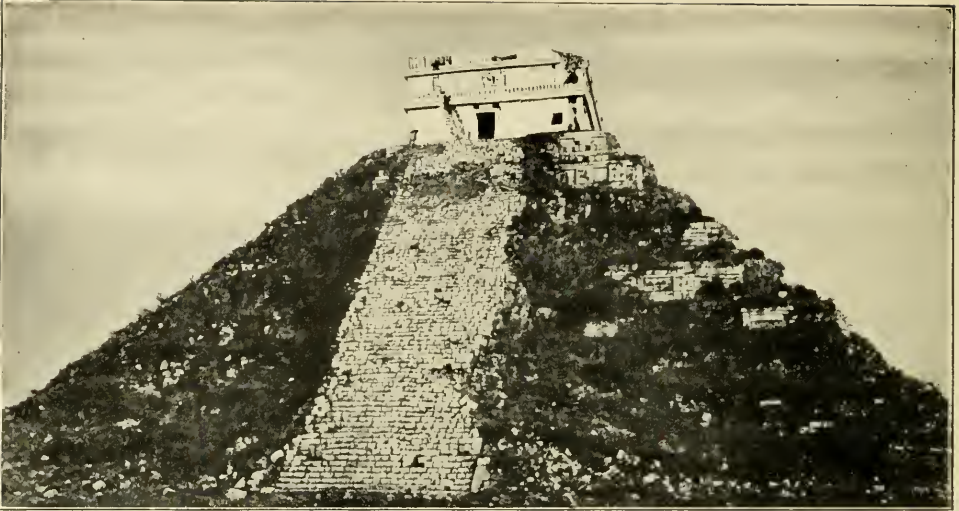
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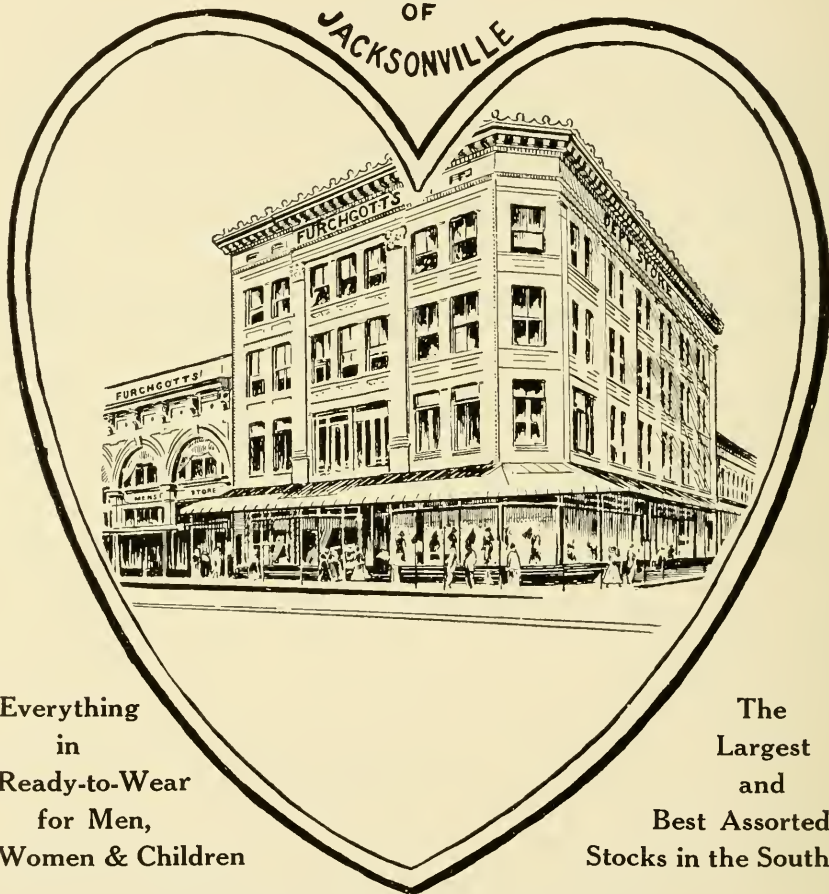


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THE VEDDER COLLECTION.

THE MUSEUM belonging to the St. Augustine Institute of Science and Historical Society is now shown in the old house corner of Bay and Treasury Streets. The house is one of the oldest in the city. It has never been remodeled. The cedar beams are uncovered just as they were when the house was built centuries ago. The immense old fire-place is of itself well worth seeing. The room in which the fire-place is shown was for many years the City Prison, while the remainder of the house was devoted to the purposes of the Court.

The Museum now comprises the well known Vedder Collection which the late Dr. Vedder was so many years in gathering and which covers so completely the Natural History of Florida.

To this are added the other Collections of the Society, comprising prehistoric implements and weapons from the shell heaps of the East Coast of Florida, showing all that we know of the prehistoric dwellers in Florida. Implements and weapons from the Indian burial mounds. Relics from the Spanish occupation and from the early wars. Maps relating to early Florida. These fill five rooms in the building. The whole collection is well worth seeing by every visitor to St. Augustine.

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Open all the year. First-Class and Up-to-Date. White Service. French and American Cooking. We use Mocha and Java Coffee.

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New and First-Class DAYTONA, FLA.

Steam Heat
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An Elegantly Appointed Small Hotel on
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Same Management as THE BRISTOL, Asbury Park, New Jersey



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A FINE new stone and frame structure situated in the midst of five acres of natural park, three hundred and seventy-five feet fronting on Ocean Boulevard, and five minutes' walk to the Atlantic Beach on the east or to the Halifax River on the west.

Having had some years' experience with the traveling public, the managers perceived that a house conducted as nearly as possible like an elegant private home would be welcome to a large percentage of Florida tourists; and they are endeavoring to establish the Princess Issena on this rather new basis. While there are all the appointments of the thoroughly modern and first-class hotel, still home features are preserved, not only pertaining to the

table, but in a pleasing departure from usual hotel interior arrangement of living rooms, chambers, halls, etc.

The bedrooms are large, airy and well lighted, having from two to four windows each; many sunny exposures; *en suite* or single; stationary wash stands, with hot and cold water in every room; general and private baths; steam heat; electric lights; call bells; telephone in office; no really small or undesirable rooms; good beds; all furnishings fresh, clean and sanitary.

A principal feature is to make the table as much as possible like a home table, though the dining room service is of the usual first-class hotel kind, and the kitchen is under the management of a competent chef; home-made breads, cake and pastry; home-prepared jellies, preserves, marmalades, etc.; pure milk from our own cows; pure, healthful water from artesian well.

For board and rooms, \$3.00 per day and up. Special rates by the month or season. Address

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THE INN is situated on the bluff overlooking the ocean and the great automobile speedway. It is nearly two miles from the railway station and half a mile from Hotel Ormond; connected with both by horse cars, and with the latter by plank walk.

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Ormond is noted for its Shell Roads through Tropical Forests; the Ocean Beach, with Surf Fishing and Bathing every month in the year; its luxuriant Orange groves and the **Famous Tomoka River Trip**. Furnished Camps

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Runs Between ST. AUGUSTINE and DAYTONA Tri-Weekly

Leaving St. Augustine for Daytona Mondays, Wednesdays, and Fridays at 8:00 A. M.
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Stopping at Ormond on flag.

Monday's steamer connects with Palm Beach Steamer at Daytona.

St. Augustine to Daytona \$2.00 Round Trip \$3.00

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Tuesdays 8:00 A. M. leave Daytona for Rockledge
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Connecting with Steamer "Republic" for St. Augustine

Stopping on Flag at Port Orange, Ponce Park, New Smyrna, El Dora, Allenhurst, Titusville, Cocoa, Merritts,
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Each Day's Run . . . \$2.00 Daytona to Palm Beach . . . \$5.00 Round Trip . . . \$3.00

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DAYTONA, FLORIDA

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Daytona, Florida
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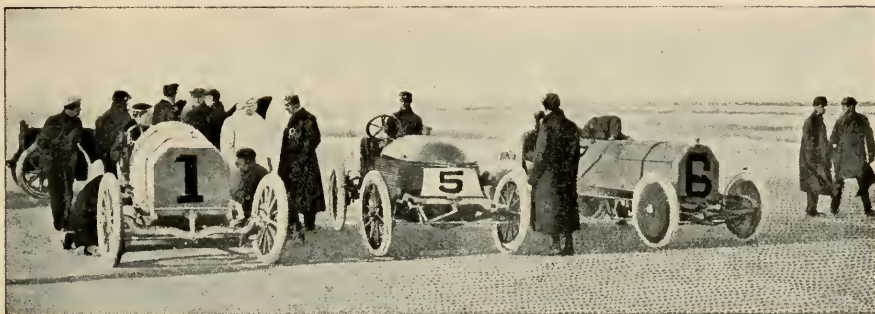
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Open December 1st, 1909



This hotel is owned and operated by E. C. Worrell, of Moores-town, N. J., who has toured the State of Florida for the past ten years and experienced the shortcomings of the various hotels. After purchasing the Lake View he remodeled it, installing private baths, steam heat, etc., and largely refurnishing it.

The Lake View Hotel is managed by M. F. Wistar, of the Pocono Inn, Mount

Pocono, Pa., which is noted for its fine table, and clean neat rooms, all of which are carried out at the Lake View. The town of Leesburg is thrifty and well kept, has large lakes for fishing and sailing. There is good hunting all round about. There are stores, churches and schools and everything to make it a desirable place to spend the winter. Fine drives lead for miles around.

Rates Are From \$2.50 Per Day Up

This is the fourth season under Mr. Worrell's ownership, and the house has been enlarged the past summer for the accommodation of the fast increasing patronage, which is evidence that the methods pursued at the Lake View are appreciated by the public. Write for booklet to **M. F. WISTAR, Manager.**

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Homemade Guave Jelly
Grape-Fruit Marmalade
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Sweet Orange Marmalade
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Wild Orange Marmalade
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THE Homemade Guava Jelly, Marmalades and Tropical Preserves manufactured by JAS. CARNELL, are among the most delicious of Florida fruit products. Their purity and exquisite delicacy of flavor have given them an established reputation. Mr. Carnell received the Highest Award at the Pan-American, Charleston and St. Louis Expositions and all First Prizes at the Florida State Fair of 1901 for Guava Jelly and Florida Preserves.

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HOTEL ROYAL PALM, FORT MYERS, LEE COUNTY, FLORIDA.

Boating, Fishing, Shooting, Golf.

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Hotel Royal Palm is one of the most attractive and palatial hotels in south Florida. Since last season the hotel has been thoroughly renovated and newly furnished, and a music room, sun parlor, Dutch room and fifty bed rooms, all with private bath, have been added. The Club house has also been improved by the addition of a swimming pool, sulphur baths and a large number of private baths.

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Individual Tables. Table Board by Arrangement

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A homelike hotel, well appointed, giving the comforts without the cost of the more expensive ones. Fronting on beautiful Lake Worth, opposite the Royal Poinciana Hotel. Enlarged this year by a four-story stone addition, making it one of the attractive hotels of West Palm Beach. Excellent fishing in Lake Worth, also in the bodies of fresh water three quarters of a mile away. White waitresses and cooks from the famous White Mountain hotels are employed, insuring first-class service to guests. Electric lights and bells throughout the hotel. Private and public baths. The hotel remains open until May 1. Rates, \$2.50 per day upward. For further particulars address

HOTEL "THE PALMS," West Palm Beach, Florida



Hotel Boynton

BOYNTON, FLORIDA

Twelve miles south of Palm Beach. On ocean ridge with 20-foot elevation. Fishing, bathing and hunting.

Rates \$2.00 to \$3.00

Ask Mr. Foster, Prado and Central Park

About the beautiful winter home sites, and the orange, grapefruit and pineapple lands at **Santa Maria.**

Quickly reached by rail or auto. Western Railway and new Government macadam road cross the property. Moderate prices.

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The Gralynn is in every way a first-class hotel and has a fine location.

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Rooms single, or en suite with bath.

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Its Pleasant Airy Rooms, Broad Verandas and Well Kept Table Make it One of the Most Desirable, Home-Like Places in Miami.

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Near Boulevard and Overlooking Biscayne Bay. Convenient to Railroad Station.

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LOCATED BETWEEN THE OCEAN AND PALM-FRINGED LAKE WORTH, ADJOINING ITS IMMENSE NEIGHBOR, THE “ROYAL POINCIANA HOTEL AND GARDENS.”

The tourist, just south for a few days, families returning year after year, making it their winter home, find its location, advantages, informalities, appointments and moderate rates quite suitable.

New large modern hotel. Maintains refined patronage. Superior service

Open January, February and March

RATES, \$3.50 PER DAY AND UP. SPECIAL WEEKLY

Fifty rooms with private bath



OVERLOOKS LAKE, WITH SURF BATHING IN THE REAR,
AMID ORANGE AND COCOANUT GROVES.

Annual Venetian Carnival and Motor Boat Races in March

No resort in the South where there is so much to do and to be seen. Many who visit Palm Beach and enjoy its social gaieties and out door life find this large, new, modern hotel a delightful spot with many home comforts and less of the formalities necessary at the largest hotel. All privileges of the resort.

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TAMPA is a city of over 50,000 people, with all the advantages of any city in the North twice its size; ideal city for all who desire temporary or permanent homes in a genial climate, a haven of marvelous beauty and restfulness; telephone, gas, electricity, street railways, pure city water, perfect sewage system; sixty miles of vitrified brick paving, 250 miles of hard surfaced roads, 400 automobiles owned by citizens, and is the

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Tampa appeals to the tourist. It has a \$3,000,000 hotel owned by the city, set in a tropical garden of 67 acres unsurpassed in beauty, and a score of other good hotels; has the only Cuban city in America with its quaint stores, its restaurants, club houses, etc. Amusement parks, picnic grounds, beautiful driveways.

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Tampa is situated on Tampa Bay, eighteen miles from the Gulf of Mexico. The bay is a fascinating body of water and is gay with motor boats, sail and row boats. The best fishing in the south is off Tampa. Pleasure trips can be had daily on steamers to all resort cities along the west coast. There are fete days, carnival, a 100-day race meet, automobile races, base ball, etc.

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Tampa is destined to become the Marseilles of America and within four years will have 100,000 population. It is the connecting link between Washington, D. C., and the Panama Canal. Within a year there will be 24 feet of water to Main street. There is now established a 20 foot channel. Tampa is center and shipping point of the citrus crop, the vegetable crop, phosphate, Fuller's earth, cattle, naval stores, lumber, crate material, etc. From January 1 to October 1, 1909, the commerce to Tampa by water increased 56 per cent. All comparative statistics show 25 to 50 per cent. over previous year. Its manufacturers pay out \$250,000 a week in wages. Forty wholesale concerns do \$20,000,000 business yearly.

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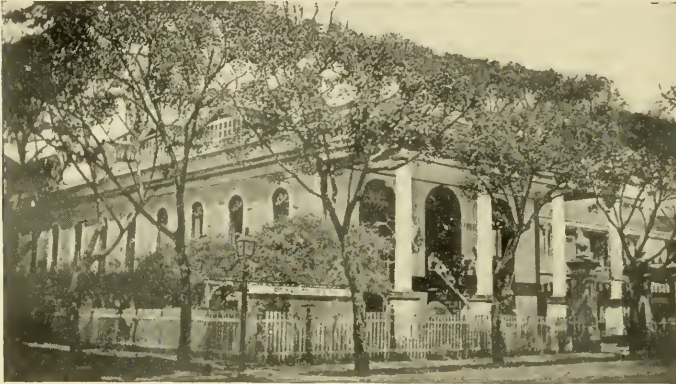
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The Trotcha is surrounded with large gardens of tropical flowers and fruit; overlooking the ocean, directly on the Gulf Stream, with balmy breezes and the finest winter climate in the world

Management and servants speak English. Our dining arrangements are a pleasant public room, private rooms opening on the flower gardens and cozy retired arbors in the gardens. The grounds are brilliantly illuminated at night and the arbors



have colored fairy lamps. If you are not stopping at the Trotcha, come and visit us; hear the music and enjoy the sea breezes. Refreshments, meals or lunch served at all hours, day or night. Rates lower than any other first-class hotel in Havana. Service and surroundings perfect. Spacious rooms with private baths; modern sanitary plumbing and every convenience of an American high-grade hotel.

One short block from the electric car line. Cars every three minutes. Ten minutes to Havana. Five cent fare. Take any car marked Vedado, say "Trotcha Hotel" to the conductor, and he will let you off at Second Street.

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ALBEMARLE PARK COMPANY, Asheville, N. C.

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Break your trip north or south by stopping here. **Ask Mr. Foster.** Tourist and family hotel. Modern conveniences, public and private baths, steam heat. Government macadamized road, fine scenery.

Rates, \$2.50 and up per day; \$15.00 and up per week.

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RATES \$1.50 per day and upwards. Erected at a cost of one million dollars, it is unsurpassed in America in architectural design, superiority of materials used in construction, and in elegance of furnishings and equipment.

Accommodates five hundred people. Every suite with private bath.

In point of centrality and accessibility, of historic and scenic environment, of equable and invigorating climate, Chattanooga has many competitors but no rivals in America.

The Tennessee is one of the most majestic rivers in the world, and its valley, of which Chattanooga is the center, one of the loveliest in America.

The Hotel Patten is situated in the heart of the city, at the feet of and in full view of Lookout Mountain, Orchard Knob, Missionary Ridge, Cameron Hill, and easily accessible to and from these and Chickamauga and Chattanooga National Military Park, by street car and by automobile and carriage. Over one hundred and twenty miles of free United States Government boulevards.

Golf, hunting, fishing, boating; and horse-back riding and automobiling over Government roads. Through drawing-room and sleeping cars to Chattanooga from all points east of Mississippi River and many west. At Chattanooga universal stop-overs allowed on tourist tickets. Reduced rates the year around to Lookout Mountain (Chattanooga).

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Ideal climate. Cuisine unexcelled. Perfect service. Large orchestra. 18-hole golf course on hotel grounds. Two new tennis courts. New croquet grounds. 22-mile automobile boulevard, Augusta to Aiken. Log cabin on Augusta-Aiken Boulevard for chicken breakfasts. Good roads all over Georgia. Miles of new automobile roads in Richmond County. Log Cabin Gun Club and clay bird traps. Log open camp for afternoon tea (on golf course). New spring, with finest water, on 8th tee golf course. Terrace breakfast room with magnificent view.

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One of America's most magnificent and best conducted hotels. Atlanta has been called the "New York of the South," and has many places of interest to visitors

300 Rooms and 150 Private Baths

Every room is an outside room. Rates: \$1.50 and
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On Burnside Island, an Island of about 1400 acres, and only a short distance from Ferguson Avenue, the magnificent paved road built for the Automobile Races and known as one of the finest roads in the world, and made famous by the Grand Prize Race. The Island has a magnificent water frontage of several miles, and is surrounded on three sides by very wide and bold salt-water rivers, with the ocean only a few miles away. It has a fine high bluff and is well wooded. The soil is very rich, and the place has been noted for many years for the raising of fine truck and long staple cotton. There is an unlimited supply of pure artesian water. The air is salt-laden and full of sunshine, and the climate is ideal both in winter and summer.

Here you can live all the year round and enjoy good health, with plenty of good hunting, fishing, bathing, boating and all the joys that come from living on the coast. The surrounding waters abound in fish, oysters, crabs and shrimp, and these are free to all.

Remember that Burnside Island is in quick access with the City of Savannah, both by hard paved road and by electric car line. You can go right up to your door in your auto or vehicle, and can reach a car by a walk of 15 minutes, or in 5 minutes in a vehicle.

SCHOOL FACILITIES

The Board of Education of the county has a school house at Montgomery, only two miles from the Island, where your children can have all the advantages of good schools, and obtain the rudiments of a good education.

INSIDE WATER ROUTE

The inside water route along the coast to Florida selected by the Government passes in front of Burnside Island.

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The lots are large, no lot being less than 100 feet front and running back 300 feet. The terms are very easy, a small cash payment and the balance in monthly payments (not to exceed 60 months), to suit the wishes of the purchaser. A liberal discount will be allowed for cash. The titles to all lots are guaranteed, and deeds will be made without cost to purchasers.

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You will not make a mistake if you purchase a lot, or if you prefer, we can sell you acreage sites.

Remember, Savannah is noted as one of the most beautiful cities in the United States. Its climate is ideal in winter and acknowledged by many as superior to that of Florida. Savannah also has quick rail and water connections. The county is noted for its fine automobile roads, its fine hunting and fishing.

For map and further particulars write or see

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I handle real estate in all of its branches.

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Every room with bath.

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Steam Heat.

Thoroughly Renovated and Refitted throughout.

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In the heart of the business center. Convenient to all points of interest—the shopping district, the banks and the shipping. Thirty-three rooms with private bath. Electric elevator, steam heat and all modern conveniences. Ask Mr. Foster for booklet.

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Under its new management this house has been thoroughly renovated and handsomely refurnished. Guests will find it one of the most complete and attractive hotels in the South. Operated on European plan.

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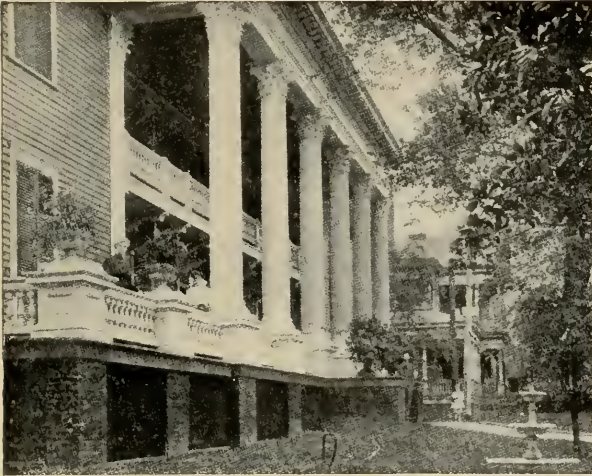


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Superb Cuisine

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Excellent cuisine and service by white girls from the North. No consumptives will be taken.
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Sixteenth and I Streets,

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Cuisine
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SCHEDULE OF RATES.—American Plan, \$2.50 to \$4.00 per day each person; European Plan, rooms \$1.00 to \$2.50 per day.

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In the manufacture of

Kuylers COCOA

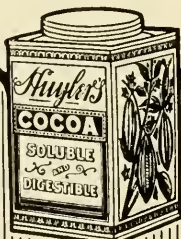
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THE BUCKINGHAM, on McPHERSON PARK, is in the very center of the most attractive and fashionable part of the city, two

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Rooms equipped with local and long distance telephones.

Steam heat and electric lights.

Rates: \$1.00 per day and up; with private bath, \$2.50; parlor, bedroom and bath, \$3.00.

Restaurant a la carte at reasonable prices.

12 minutes from steamboat landing by two lines of cars.

10 minutes from new Union Station.

Central to theatres, public buildings and the shopping district.

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THE HAMILTON **14th & K Streets, N. W. Washington, D. C.**



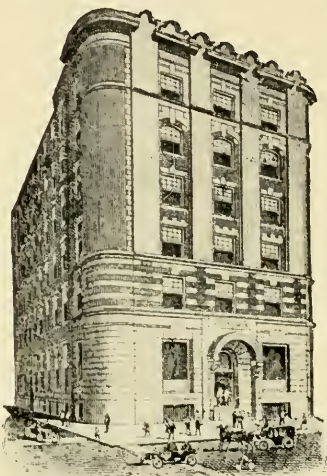
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European Plan - - - - \$1.00
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 With Private Bath, 50 Cents and \$1.00 Additional

Excellent Table D'Hote Meals, 50 Cents
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New Hotel. Strictly First-Class

All are handsome outside rooms, with steam heat, hot and cold water, telephone and electric lights. This hotel is especially adapted to the commercial traveler, having the largest sample rooms in Norfolk, on office floor :: :: ::

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Distance from Old Point, 35 miles; Norfolk, 39 miles; Richmond 47 miles; Washington, 160 miles; Baltimore, 172 miles; New York, 325 miles; Philadelphia, 225 miles. The Inn is located in the central part of the city. Elevation 97 feet above tide-water. Average temperature: Spring, 57; Summer, 77; Autumn, 60; Winter, 41. Good telegraph, telephone and express service. Six mails daily. The parlors and library are filled with antiques. The dining-room is large and airy. Good plain Virginia cooking. Persons wishing to come by James River steamer can be met at Jamestown in suitable conveyance by ordering over 'phone or telegraph. For information address J. B. G. Spencer, Owner and Prop.



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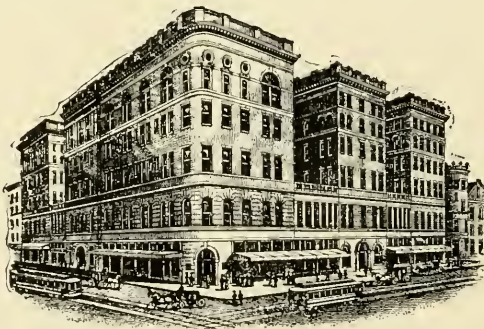
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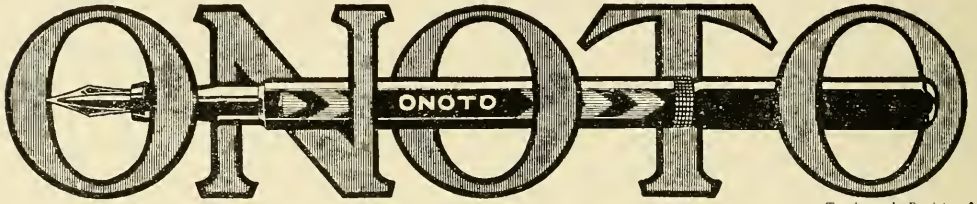
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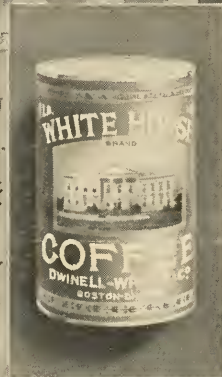
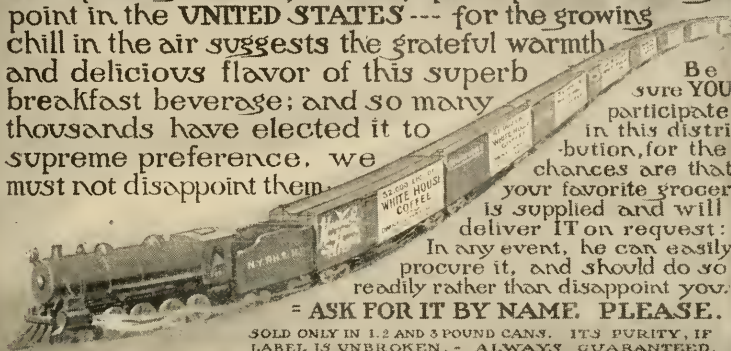
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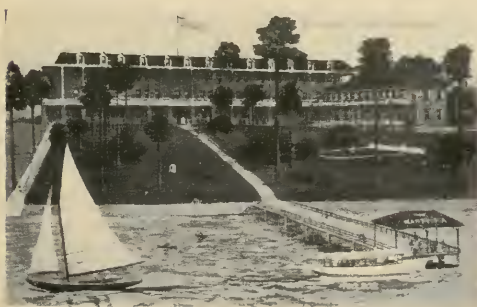


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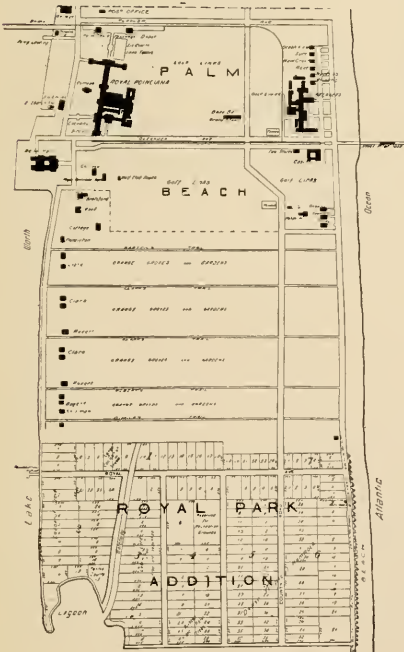
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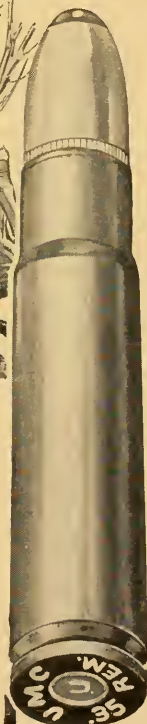
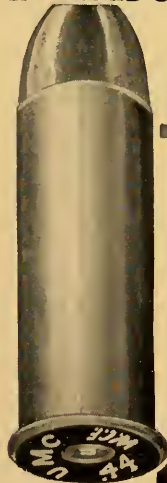
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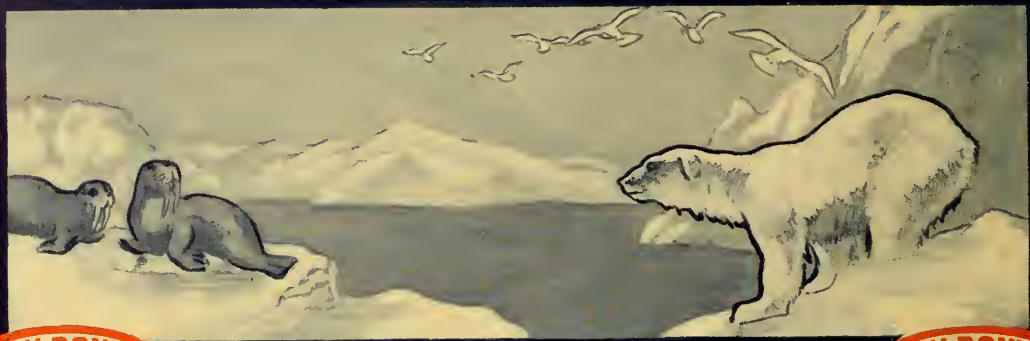
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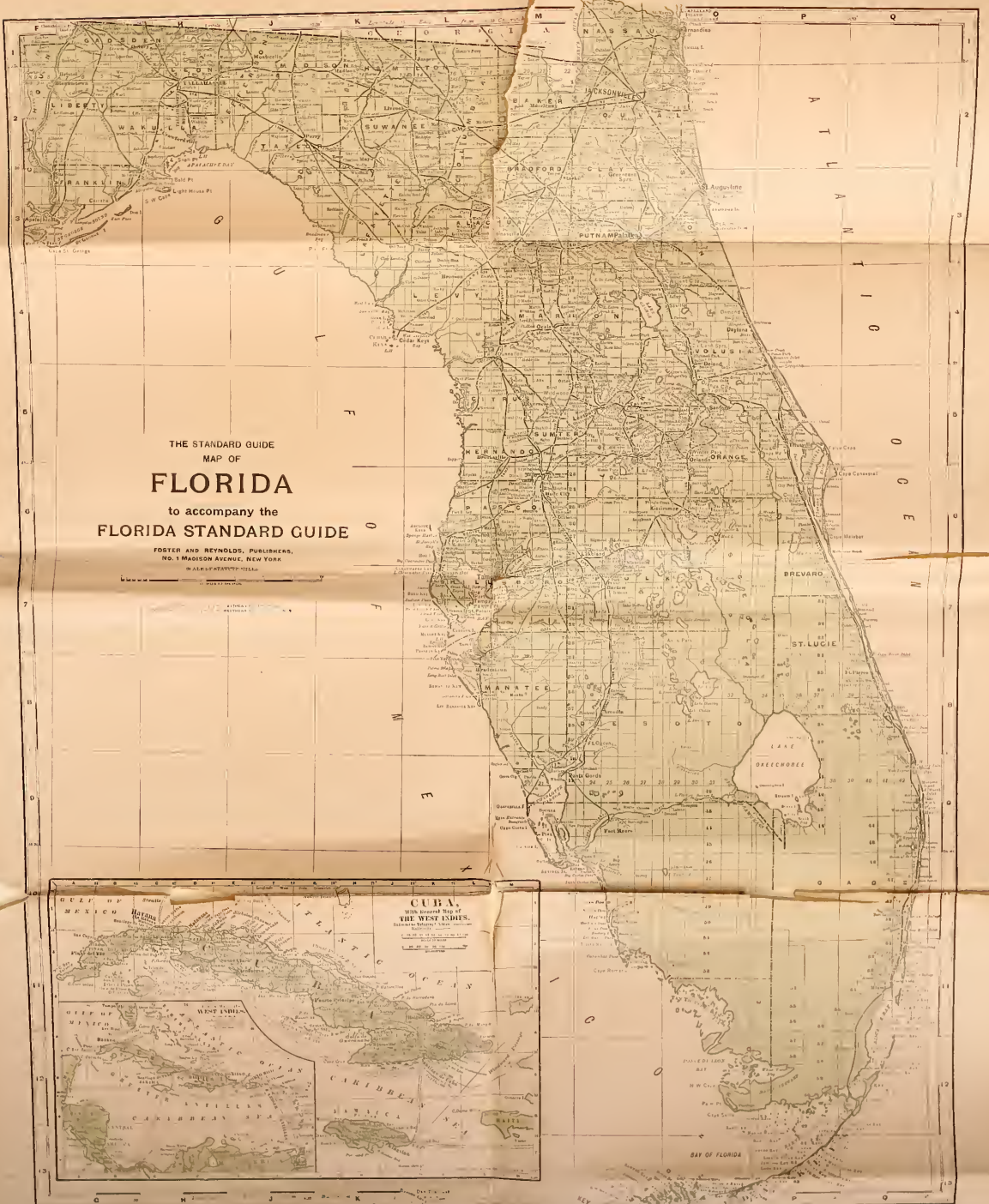
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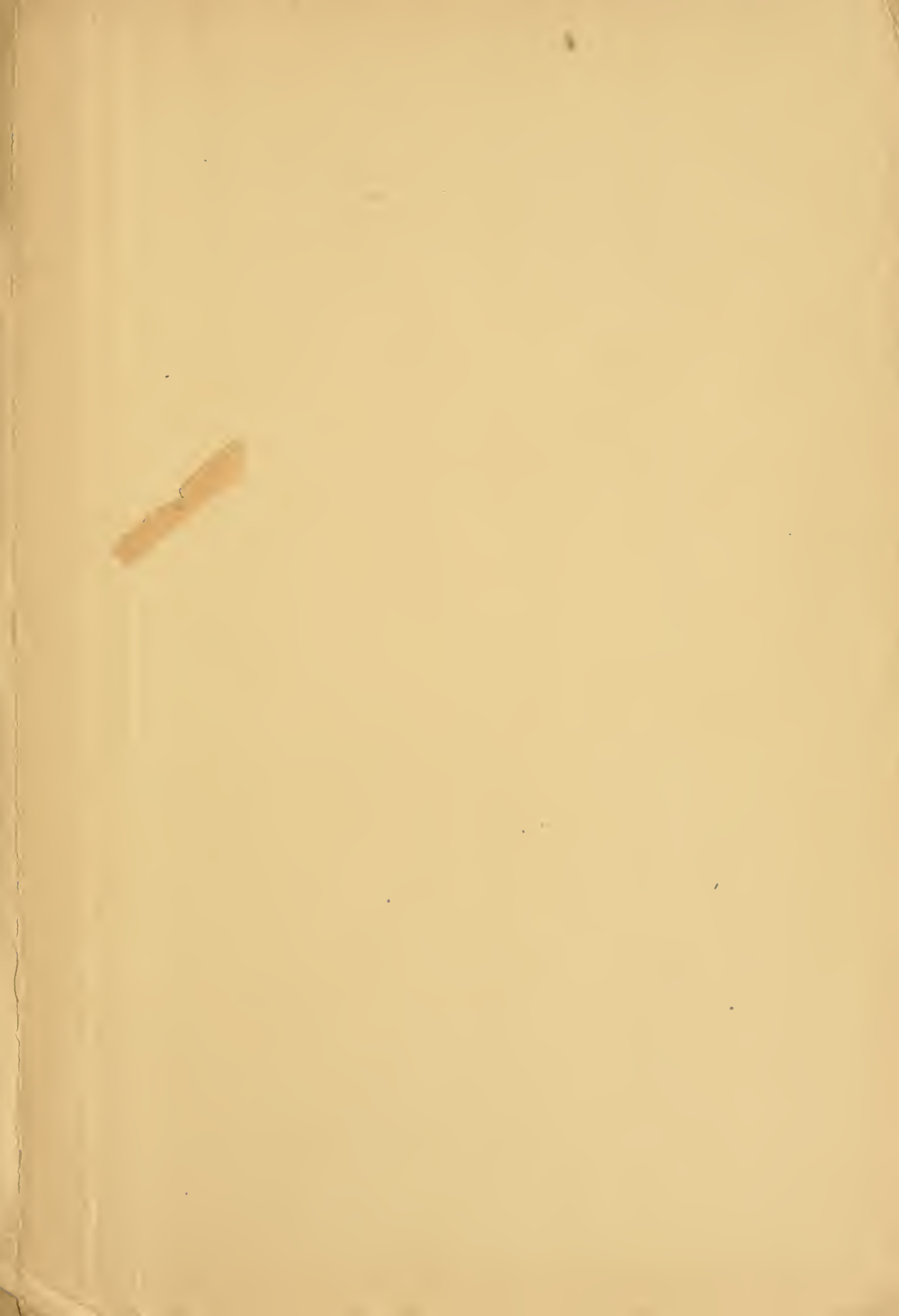
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